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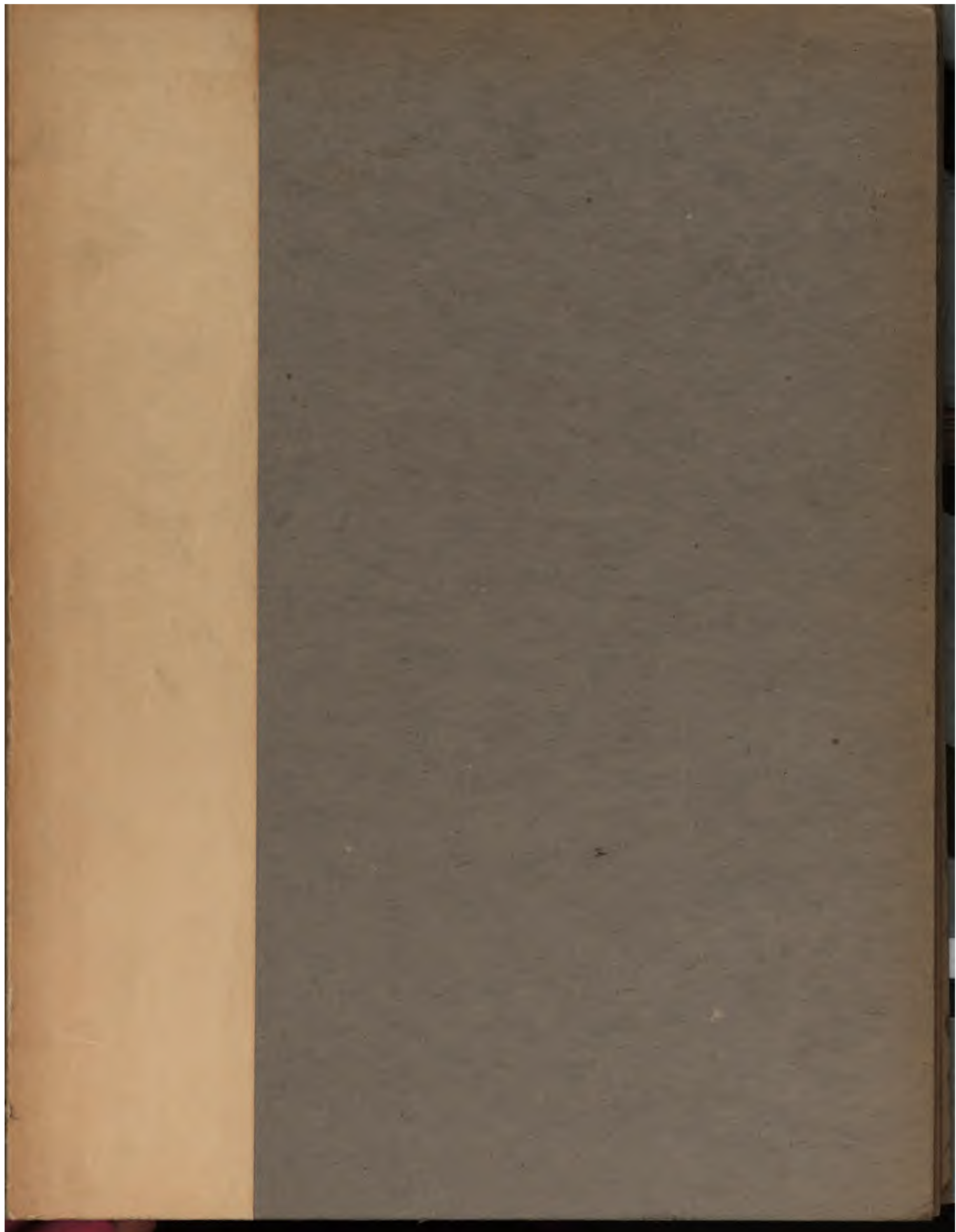
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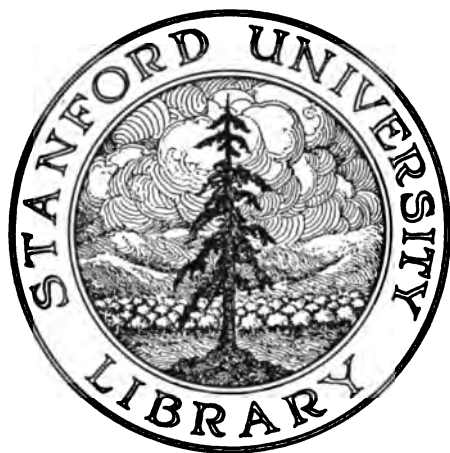
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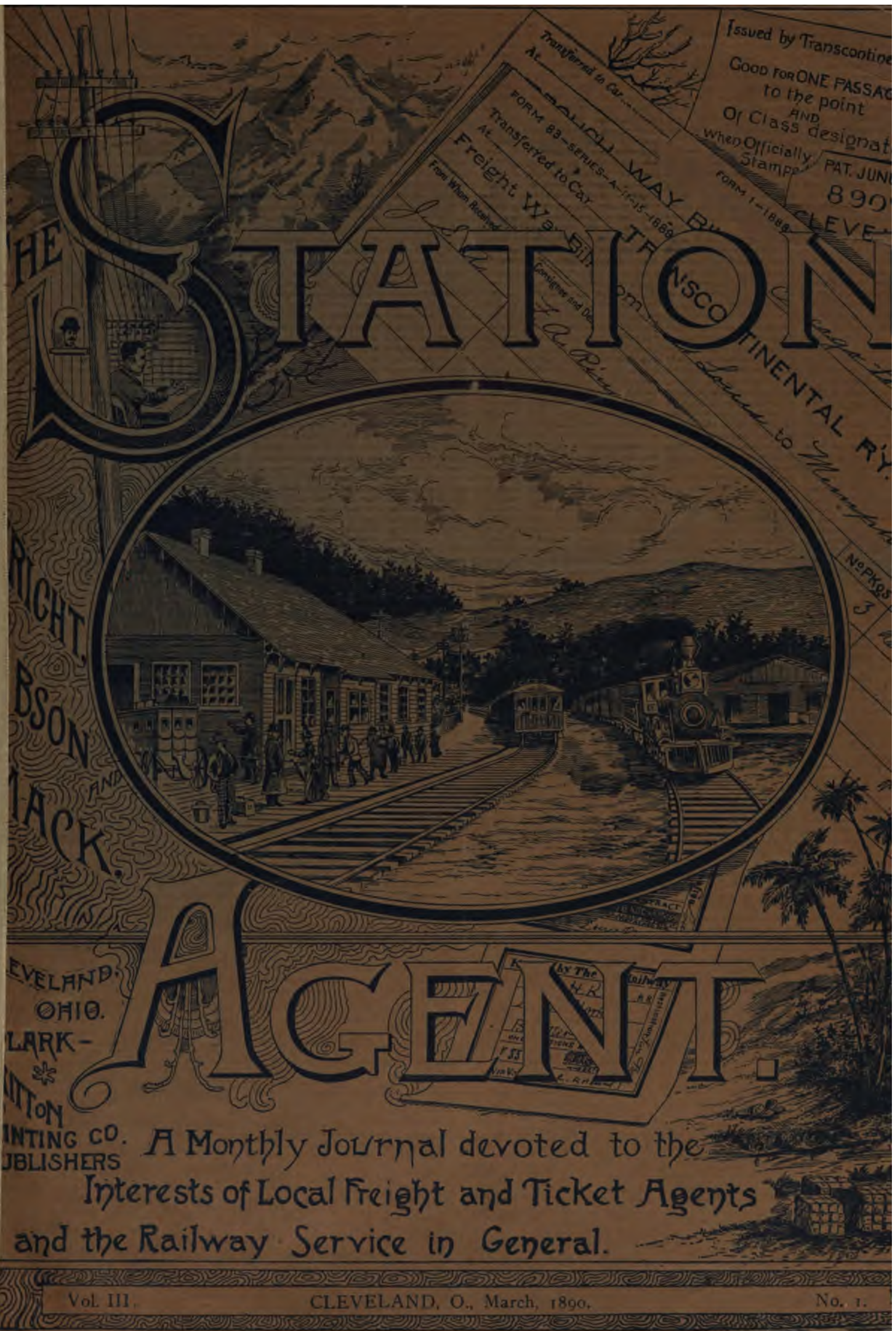
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AGENT

A Monthly Journal devoted to the Interests of Local Freight and Ticket Agents and the Railway Service in General.

Vol. III.

CLEVELAND, O., March, 1890.

No. 1.

THE STATION AGENT

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The Station Agent.

A monthly Journal devoted to the interests of Local Freight and Ticket Agents and the
Railway Service in General.

[ENTERED AT THE POST OFFICE, CLEVELAND, OHIO, AS SECOND-CLASS MATTER.]

VOL. III.

CLEVELAND, OHIO, MARCH, 1890.

No. 1.

THROUGH THE SUNNY SOUTH.

THE most sanguine expectations of those in charge of the arrangements for the first convention of the International Association of Ticket Agents were more than realized in the splendid result of their labors, aided by the hearty co-operation of railway companies, ticket agents generally and the hospitable citizens of a score of southern cities. The convention and its attendant excursions and trips were an unqualified success, in every sense of the word. The attendance was large, the arrangements perfect, and the hospitality of the various cities visited most delightful to everyone in the party.

The members of the association, and other ticket agents began to assemble at the Grand Hotel, Cincinnati, O., Saturday February 8, and the officers were kept busy all day receiving applications for membership, and completing the final details for the start on the following morning. At 9 o'clock a. m. Sunday a long train backed into the Grand Central station. It consisted of nine Pullman sleepers furnished free of charge by the Pullman Palace Car Company and a baggage car, and was drawn by one of the fastest locomotives on the Queen & Crescent road. Huge banners decorated both sides of one of the cars in the center of the train, bearing the words "International Association of Ticket Agents," in letters of imposing proportions. The assignment of sections in the cars had been attended to with such accuracy that there was little confusion, and the entire party, numbering three hundred persons, a third

of whom were ladies, was soon ensconced, and ready for the trip. The day's ride over the Queen & Crescent route was much enjoyed, the only regret being that a large portion of the picturesque mountain scenery was lost on account of darkness. A stop was made at Somerset, where a fine dinner furnished by the courtesy of the Queen & Crescent road, was speedily disposed of by the hungry excursionists. The special train was due at Chattanooga early in the evening and a reception had been prepared by the citizens of that place, but an accident to the air brakes, added to the long stop at Somerset, resulted in the loss of several hours time, and it was after midnight when the train pulled into the Chattanooga depot. A good many of the party repaired, even at that late hour, to the Read House, opposite the depot, where supper was awaiting them. Monday morning every one was ready for a good breakfast, and found just what was wanted at the Read House. The local committees on entertainment, consisting of Mayor Hart and prominent city officials, members of the council and of the chamber of commerce, were on hand, and gave their guests every possible attention. At 7:50



E. McMILLER,
Secretary, Grand Division R. S. A. A.

a. m. the start was made for Lookout Mountain, one section of the party taking the narrow gauge and the inclined cable cars, and the others a special train on the Chattanooga & Lookout Mountain road, a standard gauge line that winds up the mountain side in a marvelous manner. The ride up this historic mountain was one never to be forgotten. The grade is necessarily steep, but the splendid construction of the road gives the passenger a sense of absolute confi-

dence that adds in no small degree to the pleasure of the ride. As the train rolls out of the valley a magnificent panorama is slowly unfolded to view, which grows in extent and beauty as the point of observation becomes more elevated. The summit reached the party scattered over the mountain top, viewing the various points of interest, and refreshing memories of the famous "Battle in the Clouds" with the assistance of a few citizens of the locality who are never weary of relating incidents of that extraordinary combat. The view from the summit is both grand and impressive, and is the more so more so on account of the historic associations connected with the spot. Winding through the broad valley the placid Tennessee pursues its sinuous course, while on its banks nestles the busy city of Chattanooga, dwarfed by the distance to the proportions of a Lilliputian hamlet. Fertile fields are thickly dotted with dark patches that one knows to be groves of heavy timber, and with tiny structures here and there, that bear a close resemblance to the small toy houses which delight the children's heart. Across the plain and river lies Mission Ridge, a name that will always be remembered in American history, while to the right, although not in sight, is the fatal field of Chickamauga. Taken with its natural attractiveness, its historic associations and its excellent accommodations, Lookout Mountain should become one of the most attractive resorts in the country.

Shortly before noon a fine lunch was served at the Look-out Mountain House, immediately after which the entire party returned to Chattanooga, as an early start was to be made for Atlanta. The members of the party regret not having an opportunity to see more of this enterprising and pleasant city, but observed enough to convince them of Chattanooga's substantial prosperity, and of the enterprise of its citizens. The reception accorded the association by the people of Chattanooga, was thoroughly appreciated and that city can depend upon the cordial friendship of ticket agents throughout the country.

It was about 1:30 p. m., when the special train pulled out of the depot, over the Western & Atlantic road, the celebrated "Kennesaw Mountain Route," which passes through a section of Georgia made famous by the campaign of '64, "when Sherman marched down to the sea." The stations of Ringgold, Tunnel Hill, Resaca, Calhoun, Allatoona, Big Shanty and Marietta were passed, and brought back to mind the memorable events that transpired on this ground, consecrated by the blood of American patriotism. Old Kennesaw, no longer grim and frowning, loomed up for a few moments as the train swept around its base and was viewed with interest. Mr. Alton Angier, general passenger agent of the Western & Atlantic, accompanied the train from Chattanooga to Atlanta, and

succeeded admirably in making the trip over his road both entertaining and instructive.

THE BANQUET AT ATLANTA.

Atlanta was reached shortly after dark, and the entire party was immediately escorted to the Kimball House, a few steps from the depot, where a supper was tendered the association by the Western & Atlantic road. A committee of local ticket agents, with Mayor Glenn, Mr. J. G. Oglesby, president of the chamber of commerce, and other prominent citizens, acted as escorts. The large dining hall of the hotel was filled, but there was no confusion in any detail of the well arranged banquet that followed, the party, now numbering 400 or more, being handled in a manner that evoked universal admiration. The supper was drawing to a close, when Mr. Albert Howell introduced Mayor Glenn as "the biggest mayor of the biggest town on earth." (Mr. Glenn is a gentleman of ample proportions.) Mayor Glenn responded in a happy manner, saying in substance:

My friend was ironical in talking about my size, but he was all right about Atlanta. I'm glad to welcome you to the biggest town on earth. I must acknowledge that this is a sort of revelation to me. My ideas about a ticket agent were all obtained by looking at 'em through a hole or a wicket. You show up to a heap better advantage this way, too. I'm especially glad to see the ladies with you. They'll improve and elevate even a ticket agent. Their presence here shows that you are business men on a business trip. Gentlemen, you ticket agents are men of power. A man that can punch a little piece of card board and send a fellow from here to Europe on it—why, he's a man of power. We understand all that and want to get in with you. We're glad to see you. There are some other gentlemen here that expect to speak—in fact, one of 'em's pulling at my coat now—

The sentence was lost in a round of cheers and laughter. Mr. J. G. Oglesby was next introduced and said:

There is no need to extend a formal welcome. The gates of the city and the doors of our homes are open to you as long as you are here, and we're only sorry you're not here for a longer time. The merchants of the city, in whose name I am welcoming you, are the best friends a ticket agent has. The mayors and the editors ride about on dead head tickets, and stand in with the general managers and superintendents, but when a ticket agent sees a merchant coming he says, "Here's a cash transaction. Here's one honest man." I used to be a ticket agent.

Mr. Oglesby then proceeded to recount his trials, while acting in that capacity, a description which was greatly appreciated by his auditors, and concluded by extending a standing invitation to the ticket agents to come to Atlanta as often as they could, collectively or individually.

Captain E. P. Howell was next introduced and said:

For many reasons, I am glad to see you in Atlanta. I am especially glad, though, because the more northern people that come south, and the more southern people that go north, the sooner will all these doubts and disagreements be removed. What's right up north is right in the south—

THE STATION AGENT.

and good citizens want nothing but right. The aims of all true people, north and south, are identical. The imaginary differences are manufactured by politicians and designing men, and when the people of the two sections get better acquainted they will find this out. We are always glad to see strangers, come from where they may—and as glad to see strangers from the north as to see strangers from the south.

President Brown and Secretary Carrel responded to these addresses in behalf of the association, thanking the people of Atlanta and the management of the Western & Atlantic road for their hospitality. "I'll never sell another ticket to Georgia," said Secretary Carrel, "without pleasant recollections of the state's road and the state's capital, Atlanta."

The banquet finished the party repaired to the depot, where, after three cheers for Mr. Angier and the Western & Atlantic road, and also for the city of Atlanta, had been given, the train started for Savannah over the Central Railroad of Georgia.

FROM ATLANTA TO JACKSONVILLE.

The run from Atlanta to Savannah, via the Central Railroad of Georgia, was without incident, the train being safely brought into the depot at the latter place early Tuesday morning. The entire party immediately repaired to the DeSoto House, one of the finest hotels in the south, where breakfast was served by the courtesy of the Central Railroad of Georgia. Unfortunately the day was rainy, but this did not interfere with the programme nor with the enjoyment of the excursionists. The ticket agents and their families were given the treat of a clam bake at Tybee Beach, a favorite summer resort near Savannah, the start for it being made soon after breakfast. A special train was run over the Tybee Beach Railroad, returning about 2 o'clock in the afternoon, at which time the excursion train left the Savannah, Florida & Western depot for Jacksonville over that road.

The striking incident of this trip was the supper at Waycross, where a moderate sized railroad restaurant caters to the wants of the hungry traveler. Word had been telegraphed ahead that a lunch would be needed, and when the excursionists arrived it was with the expectation of being speedily and substantially served. The intentions of the excellent *restaurateur* were all that could be desired, but his facilities were entirely inadequate, and he and his assistants stood aghast when the famished crowd surged through the doors and literally carried his establishment by storm. Realizing that not one-quarter of the party could be served, the crowd good-naturedly took possession of the place, and in the twinkling of an eye the array of succulent sandwiches, doughnuts, oranges and other edibles disappeared, while the coffee, tea, milk and ginger ale vanished so quickly that the proprietor could hardly realize the situation. When the crowd vacated the building it did not contain food enough to nourish a canary. Good authori-

ties declare that the proprietor has not yet recovered from his astonishment.

Owing to the late start from Savannah, the special train did not reach Jacksonville until after midnight, but good accommodations were found at the Hotel Everett, an establishment capable of caring for 1,000 guests, which had been made the headquarters of the association.

THE FIRST DAY IN JACKSONVILLE.

Those who had looked forward to sunny skies as a welcome to Florida were disappointed at first glance Wednesday morning, for the weather was cloudy and not as warm as had been hoped for. The clouds broke away during the day, however, and the sun showed his face in the best of humor, shining every day thereafter during the stay of the party in Florida. Many places in Jacksonville had been decorated for the occasion. Across Bay street from the Everett hotel was a magnificent arch, decorated with bunting, flags and beautiful green palmetto, so abundant in Florida. A huge banner stretched across the entire arch bore the inscription: "We Welcome the Ticket Agents. Florida Central & Peninsular Railroad and the Atlantic Coast Line." Across Bay street from the mayor's office was a similar arch decorated in a similar manner and with this inscription: "Welcome I. A. T. A. The J. T. & K. W. Greets You." Another arch bearing an inscription of welcome from the Savannah, Florida & Western road adorned one of the other principal streets of the city.

The local committee of entertainment, consisting of Messrs. Deming, of the S. F. & W.; Beerbower, of the F. C. & P.; Taylor, of the Atlantic Coast Line, and Jolly, of the E. T. V. & G., were early on hand, Mr. Deming, however, having met the party the evening previous at Savannah and rendered himself quite indispensable on the train. Mr. Walter Hawkins, traveling passenger agent of the J. T. & K. W. road, also joined the party at Savannah and made arrangements for a trip over his line.

THE CONVENTION PROCEEDINGS.

It was after 10 o'clock on the morning of February 12 before President Brown called the convention to order, in the rooms devoted to that purpose, in the Hotel Everett. Mr. G. F. Collum, of the Florida Central & Peninsular road, was elected stenographer.

The president introduced to the convention Rev. W. H. Dodge, pastor of the Newman Street Presbyterian Church, who offered prayer.

Secretary Carrel read the minutes of the last meeting, which were approved, after which the president addressed the convention as follows:

Gentlemen: I wish to assure you that I consider it an honor to be the first president of the International Association of Ticket Agents. I also wish to congratulate you on the

assured success of our association. Being a firm believer in the truth of the adage that "in the multitude of counselors there is wisdom," to those of you assembled on this occasion, I wish to present some considerations in regard to our association in its various phases. We are here to be amalgamated by the bonds of friendship and acquaintance; to make a comparison of ideas, that localities may be better fixed in our minds by observation, that we may enjoy at stated times a few days of relaxation, and that we may gather from traveling information which we may impart to our patrons as to routes and localities. Ticket agents are a class of imprisoned railroad workers. They are the honey bees of the passenger department. They are frequently called upon to render statements as to the causes of increase or decrease of earnings at their stations. The ticket agent should endeavor to use true and honorable means in his dealings with the public, and not allow zeal for his company to influence passengers to his route when there are others better, for I believe a company would lose more by such indiscretions on the part of a ticket agent than by giving honest directions. Of course, circumstances should govern. Instructions from his company will take the precedence, and whatever they desire should govern his acts without regard to any merely personal opinion he may have.

We are frequently asked, How can your association benefit? I answer, All associations benefit, why not ours? In the first place, prudence has been used to adopt a feature that must add to the strength of the organization. In our mutual plan of insurance is found the bond of strength that is needed. We do not, nor can we at once, expect in the present to pay every policy in full or to pay large dividends. This is a matter of growth with us. Insurance has been introduced in order to give strength, and upon your action depends such a strengthening of the organization as will enable every policy to be paid in full. It therefore devolves upon willing men, true men, men who see something in life better than hoarding up money—which is not a failing altogether of ticket agents—to aid in this good work. I appreciate the argument, however, that a proper discretion be exercised in the use of our funds at all times. I believe that if the spirit of our organization can be carried out, as we have already outlined it on this assessment plan of ours, the payment of these sums that might at first look like a hardship will be a pleasure when we know that the money is going to the family of some unfortunate brother, who should in the time of trouble receive our sympathy and aid. To effect this aid, I do not think we could have incorporated anything better than the insurance that has already been adopted. Its features can be better explained by our secretary, Mr. Carrel, who, I am satisfied exercised a great deal of discretion in getting up the form that was adopted. I hope and trust that we will all take hold of this feature of our association and give it a great deal of attention, aid and strength, as these are what it requires. We do not expect to pay large salaries to its officers or large dividends to the stockholders. This is not the object of our insurance. It is simply a mutual benefit to all.

Now, gentlemen, we are here in this sunny land of the South to enjoy a good time. We have had a great many courtesies extended to us by the different railroads, and I must say that I have never yet been with an excursion or a body of gentlemen and ladies, who have been so perfectly agreeable to one another, and who have seemingly had such an excellent time as we have had, as far as my observation goes, and I have been with you ever since we left Cincinnati. I feel satisfied in my own mind that there is not one of you here but what can say that he has enjoyed himself to the full extent. We are

greatly and deeply indebted to the railroad companies for what they have done for us. I hope proper recognition will be given at this meeting of all this.

In taking up the various questions that will be discussed here to-day, I hope that we will all feel deeply interested in what we have before us and what we shall hear from you freely.

I feel that you are all interested in the growth of the association. Of course we are highly gratified at the success of our efforts. When I look back to the first organization which was attempted four years ago, and proved at the time a failure, and when I look back six months ago to the meeting that was held in Cincinnati, at Hotel Emery, when the practicability and feasibility of an association was thoroughly discussed, this splendid gathering gives me great pleasure. Four months afterward it was considered of a question of doubt with Mr. Carrel and myself whether we would have a sufficient crowd to accompany us to Florida. They were coming in pretty slowly and I know from the tenor of Mr. Carrel's letters—of which I was almost daily in receipt—that he was getting nervous. But towards the last it almost became a question of what we were going to do with them, they came in so rapidly. The excursion has been managed, however, in a way that is gratifying to us all.

The secretary's report being called for, Mr. Carrel said:

I will have to give you my report orally, as I have been busy otherwise on the way down here, and have not had any chance to make or keep books. As for the money paid in by you, I hope I have got it; if not, I will make it good. I would say after I get back to Cleveland I will be able to make out a report. The reports of the papers of the association at first came in very slowly, Mr. T. W. Venemann, away down in the north-east corner of that state there, Indiana, (a voice "South-East") well south-east corner—may be—of Indiana, was the first man to put in his application. But we are greatly indebted to our officials. They all put their shoulders to the wheel. Mr. Beerbower in the South, Mr. White in the East, (Boston), Mr. Venneman—down in that state I spoke of before—Mr. Brown in Cincinnati, Mr. Bleckley in Kansas, and Mr. Thompson here, in the north-west corner of Florida. They have all been at work, and our membership has greatly increased. August 10th, Mr. Venneman's application came in; August 13th, I got two more, and one on the 14th. (A voice, "What's the matter with Lihou?" Mr. Lihou also did good work. At the present time we number 334 members, and I have the assurance from various quarters that our membership will be increased materially within the next few days after the meeting. I have several letters already unanswered, asking for the constitution and by-laws, with the assurance that the parties would become members as soon as they understood the constitution and the assessments. There are expenses, of course, you understand; constitutions to mail, printing to be done, answering correspondents, and we had to get invitations printed. The expenses have been quite large, but still they are but a small proportion of the amount received from the membership; and we are now in a position to go ahead, and cover more territory. I have not employed any labor except that of a clerk, for my books at home. My little girl has done this entirely, and enclosed all applications of membership. I told her that to do this I would give her 25 cents, and the remainder of the \$1.00 I would give to the association. She has worked faithfully, and this is how, as your membership has grown, I have managed to get through the work. Of course, my wife has assisted me. I have tried by every possible means to save expense. I cannot, of course, tell what amount is in hand, but I can assure

you that it is quite a nice little sum. The report will be made in THE STATION AGENT as soon as I get my books in shape, so that you can all know how everything stands. I know of nothing else to report.

The report of the treasurer being called for Mr. Venemann said:

Mr. President and Gentlemen. From the remarks of Mr. Carrel, you will infer that I cannot make any report. My report would be based on his so far as the money is concerned. I will say that whatever money he has not got, I have. (Applause) I will further say that when I get home I shall send Mr. Carrel some of our maps, and illustrations of our surroundings, so that he can find out the geographical position of Evansville, Indiana, which he referred to as a sort of unknown place "somewhere in the North-East—South-East—it may be corner of Indiana." I will further tell him, excuse me for being personal, I will further say that I now publicly, give him an invitation to the city of Evansville, which has a population of 60,000. I will furnish transportation; and if I cannot get it, I will pay for it. (Applause.) I will say that we don't stand behind Cleveland. We have one of the prettiest towns in the United States. We have an Opera House that cost \$235,000; built by 500 people—young and old of the citizens of Evansville. We have one of the prettiest Custom houses, and so far as our business houses are concerned, we don't stand behind Cleveland.

A voice: Tell him about the girls.

Mr. Venemann:—I will say to the gentlemen—the young men—that if they will come to Evansville, I will guarantee them they will stay there if they are sharp enough to get the ladies. I am now speaking to the single men.

The president then stated that a committee was chosen on the trains, consisting of Messrs. P. B. Brayton, E. F. Lackner, W. F. Fernald, C. Van Campen and D. C. Dunseth, as to consider a place for the next meeting and report on the same.

George K. Smith, of Columbus, O., was chosen sergeant-at-arms, and G. W. Morgan, of Conway Springs, Kan., doorkeeper of the convention. The president requested that any communications relative to the next place of meeting be read, which Secretary Carrel did as follows:

Atlantic City, N. J., February 3, 1880.

Mr. M. G. Carrel, Secretary International Association of Ticket Agents.

My Dear Sir—It seems to be the earnest desire of the Citizens' Advertising Committee of Atlantic City for you to hold your next convention in this city. With that object in view, the executive committee have taken this opportunity, through our esteemed citizen, C. B. Young, Esq., Ticket Agent of the W. J. & C. & A. R. R., to extend such an invitation to the International Association of Ticket Agents. We can assure your body that if, upon the adjournment of your association at Jacksonville, you should adopt a resolution to make this your next meeting place, that the committee and citizens of Atlantic City will exert themselves to the utmost to make your visit one of pleasure and of comfort. Should your decision be favorable to our request, kindly advise us in time that we may make such arrangements as will be congenial to all.

Yours sincerely,

BOARDMAN REED, Chairman,
JAS. B. NIXON, Vice-Chairman,
WM. G. HOOPER, Treasurer,
S. D. HOFFMAN, Mayor,

J. M. DORLAND, Secretary,

Executive Committee of the Citizens' Advertising Committee.

Mayor's Office, Springfield, Ill., February 8, 1890.

William Brown, Esq., President International Association of Ticket Agents, Jacksonville, Fla.

Dear Sir—On behalf of the city officials of the city of Springfield I extend to you a cordial and earnest invitation to hold the next annual meeting of ticket agents in this city. Our railroad connections are equal to the best, and our means for entertaining a large number of visitors are not excelled by any other capital in the west. Let me express my earnest wish that you will decide to honor us with your presence.

Yours very truly,

CHAS. E. HAY,
Mayor.

Springfield, Ill., February 7, 1890.

William Brown, Esq., President International Association of Ticket Agents, Jacksonville, Fla.

Dear Sir—The citizens of Springfield, Ill., extend to the International Association of Ticket Agents a cordial and hearty invitation to hold the next annual meeting of the association at this point. The state capitol building, with its large and handsome audience rooms and numerous committee rooms, would afford your association accommodations not equalled in point of convenience and elegance by any heretofore furnished for your meetings. The central location of the city of Springfield, Ill., will ensure a large attendance at the meeting. The proverbial hospitality of the citizens of Springfield will ensure your delegates a cordial greeting and a royal reception during the session of the convention. Again extending your association an earnest invitation to hold the next annual meeting at Springfield, I remain,

Yours truly,

CHARLES F. MILLS,
Secretary Citizens' Improvement Association.

Omaha, Neb., February 6, 1890.

Mr. M. G. Carrel, Secretary International Association of Ticket Agents, Jacksonville, Fla.

Dear Sir—I beg to extend through you to the International Association of Ticket Agents the compliments of the Union Pacific Railway, and to say in behalf of this company that if you should desire to hold your next meeting in Denver or Salt Lake City it will give us a great deal of pleasure to tender the courtesies of our lines to the ticket agents and dependent members of their families en route to and from the convention, and to afford any of the gentlemen who may desire to prolong their visit after the convention has adjourned, the privilege of so doing. The Union Pacific Railway recognizes the importance of your organization, and you have our best wishes for your continued success and prosperity.

Hoping that you will select some point on our lines for your next meeting, I am,

Yours truly,

E. L. LOMAX,
Gen. Pass. Agt., Union Pacific Ry.

[TELEGRAM.]

Chicago, Ill., February 11, 1890.

Col. W. M. Shaw, Hotel Everett, Jacksonville, Fla.

I understand the Association of Ticket Agents has some idea of meeting in Denver next year. In order that one phase of the question may not embarrass them, please convey to the meeting through its president that in case it is held in Denver the Burlington can be relied on for such transportation facilities as will be entirely satisfactory, and as we have direct lines to Denver from Chicago, Peoria and St. Louis, as well as from Kansas City, St. Joseph and Omaha, we can be relied upon

regardless of other lines. I hope that the hearty invitation will be accepted, not from charitable motives, but to show you what a first-class railroad we have.

P. S. EUSTIS,
G. P. A. Burlington Route.

These communications were referred to the committee named above, the members of which retired to prepare their report. The following communication from Hon. L. B. Wombwell, commissioner of agriculture and president of the bureau of immigration of the state of Florida, was read:

Tallahassee, Fla., February 11, 1890.

To the Officers and Members of the International Association of Ticket Agents in Convention assembled:

Gentlemen—It is a matter of profound regret to the members of the bureau of immigration that neither the governor nor the commissioner of agriculture, members of the bureau could accept the courteous invitation, received through Mr. A. O. MacDonell, G. P. A. of the F. C. & P. R. R., to attend the meetings of the association, the governor having been called away from the state by official business, and the commissioner, just up from a sick bed, having been positively forbidden by his physician to undertake any duty involving the unusual exposures of travel.

There are one or two matters of mutual interest and considerable importance to both the association and the bureau to which I ask the privilege of directing your attention. After much serious consideration the bureau determined upon the adoption of a number of principal methods of effecting the objects for which the bureau was created. One of these was to subscribe for a large number of copies of the trade edition of the *Florida Times-Union*, a part of which have been received and are now being sent out to an immense list of addresses in all parts of the United States, Canada and several foreign countries, representing persons who have actually and recently applied to the state authorities for information about Florida.

Another was to establish a branch office here in the metropolis, under the charge of the chief clerk of the bureau, Mr. E. B. VanDeman, for the purpose of reaching every stranger who enters Jacksonville—the true “Gate City” of Florida.

Another was the establishment of a monthly journal, to be circulated absolutely free of cost wherever it would do good, and to contain a collection of fresh, live, interesting, instructive and valuable matter, suited to the wants of the intending visitor and settler or immigrant, and sufficiently varied in character to be of the greatest practical advantage to each.

This journal, called *The Monthly Bulletin*, being official and authentic, is the voice of the bureau, speaking directly to the intending settler and telling him just what he most desires to know about the state—how to get here, what to do when he gets here, what others have done and are doing, the best and most direct means of reaching the point to which he desires to go, and, if he has not selected a location, aiding him with detailed information in the choice of his future home.

To add to the value of this publication, and at the same time provide for the execution of the law creating the bureau of agriculture, each issue contains the official publications of bureau, and is circulated as largely as the funds provided by the legislature will permit, throughout the state, as the official representative of that bureau and also of the bureau of fertilizers, both of which, together with the bureau of state lands, (which is also represented in the *Bulletin* by a complete list,

of all public lands now offered for sale), are integral parts of the department of agriculture.

It is with reference to two very important features of the work intended to be accomplished by *The Monthly Bulletin* that the bureau would gladly have the benefit of the superior knowledge and experience possessed by the members of the association, and of their aid in such direction as may be indicated of the voice of the convention. They are: (1) The character of the matter that the *Bulletin* should contain in order to make it most effective if used as an aid to ticket agents in giving information for which they are so constantly besieged by those contemplating emigration or visitation to Florida and (2) the possibility of effecting a judicious and satisfactory distribution of the issues of the *Bulletin* where they will do the most good, through the instrumentality of those who sell tickets to or through Florida.

Upon these points, each involving the other, Mr. Chas. A. Choate, the editor of *The Monthly Bulletin*, whom the bureau commissioned to present this communication to the association, will perhaps have some suggestions to present if agreeable to the convention.

Again regretting the inability of the governor and the commissioner to be present, I have the honor to be,

Your obedient servant,

L. B. WOMBWELL,
President of the Bureau of Immigration.

This communication was referred to the executive committee, and afterward by them to Secretary Carrel for action. Mr. Choate, editor of *The Monthly Bulletin*, was accorded the privilege of the floor and briefly addressed the convention, stating the bureau simply desired to know the best way of reaching ticket agents throughout the country.

Mr. Carrel stated that the ticket agents who had come to Florida at this time would like to do something for the state. It could hardly be supposed that any one of them would feel otherwise than that they would wish to be of service to Florida. Of course, the published list would give the addresses of all coupon agents in the country, but he would be glad to mail Mr. Choate a list of the members of the association as soon as he reached home, where his list had been left, and assured him that the agents will be glad to forward the interests of this beautiful country.

Mr. Choate stated that he would like to have an expression of opinion by the association on the matter.

Mr. Carrel explained that the association had an official organ, *THE STATION AGENT*, and that through this, which is mailed to the agents who are members of the association, Mr. Choate might attain the desired information. Mr. Carrel repeated that he would be glad to furnish the list desired.

Mr. Choate then accepted the suggestion that he correspond with Mr. Wright, editor of *THE STATION AGENT*.

The president announced that the city had placed carriages and drivers at the disposal of the members, and that these would be in waiting at 3 p. m. in front of the hotel.

The attention of the association was then called to the invitation to visit the Sub-Tropical Exposition.

Communications were read as follows: From Mr. A. S. Hines, on behalf of the Atlantic Coast Line, tendering the courtesies of that road on the return trip. From Mr. Jewett, general superintendent of the Pullman Car Company, which the secretary explained by stating that when he was called to Chicago by Mr. Jewett he had about 191 names of members on his list, with 48 or 50 additional assured. He (the secretary) had been corresponding with Mr. Jewett about cars, and the latter telegraphed to him to come to Chicago, to state that it would cost about \$40 to furnish each car, and the object was to know how many would be properly used, this with a view to be satisfied that all the accommodation asked for was really needed. It was proposed to put two in each lower and one in each upper berth, and Mr. Jewett being satisfied with the explanations, furnished the desired accommodations, and, as all could attest, in a handsome manner.

A communication from Mr. J. V. Parce, of Parceland Hotel, Florida, offering the use of the hotel, as far as it would accommodate, at one-half rates.

A letter from the city council of DeLand offering the freedom of the city.

A letter from C. H. H. Post offering the courtesies of the "John Sylvester" steamer for a trip on the St. Johns river.

A letter from Mr. H. C. Ganter, manager of the Mammoth Cave estate, to Mr. Atmore, offering the courtesies of the Cave estate, inclosed in a letter from the manager of the Mammoth Cave Hotel.

From Mr. F. W. Bose, general northern passenger agent, with blank invitations for return over the Illinois Central from New Orleans.

From Mr. Seavey, manager of the Ponce de Leon, St. Augustine, Fla.

From Mr. S. K. Hooper, G. P. A., D. & R. G. R. urging the claims of Denver for the next place of meeting.

From Mr. Joseph L. White, first vice-president of the association, regretting that pressing duties prevented him from leaving home to attend the meeting.

From Mr. M. R. Moran, director-general of the Sub-Tropical Exposition, with invitations, including in the arrangements a ball from 9 to 12 p. m. on the 12th of February.

From the Jacksonville board of trade, Charles H. Smith, secretary, extending the use of carriages to members.

From Mr. W. V. Wider, of Pensacola, inquiring the number that would return that way, so that arrangements could be made to entertain them.

From Mr. Ford, G. P. A. of the Pennsylvania Line,

extending the courtesies of the road between Chicago and Cincinnati.

From Mr. Anderson Pearce, Ormond-on-the-Halifax, offering his hotel, as far as it would accommodate, at half rate.

From Hon. Joseph R. Fifer, governor of the state of Illinois, urging Springfield, Ill., as the place for the next meeting.

From Mr. J. E. McGuiness, calling attention to the St. Luke's Fair in progress in Jacksonville.

From Mr. Herman Holmes, T. P. A. of the L. & N., a request to wire when members would leave Pensacola for New Orleans.

After which the meeting adjourned to meet at 2:30 p. m., same place.

AFTERNOON SESSION, FEBRUARY 12.

Order being called, the secretary stated, in connection with an inquiry from the committee as to when the next meeting would be held, that this was covered by the constitution, which provided that such meetings should be in February and August. The next meeting might be a business meeting. This he would refer to the decision of the president. He did not think it necessary to go before the convention. It was provided for in the constitution.

President Brown: "I have thought over this matter and believe that we could have a meeting in August, and then have it decided whether these should be annual or semi-annual. It seems to me that holding them semi-annually would be too often, and I believe the railroad companies would get tired of sending their courtesies to us semi-annually; but, as Mr. Carrel suggested, we might hold a business meeting every six months and then have the excursions arranged for annually. But, this being our first excursion, I think it would be safer to hold another meeting in August, and on the same plan, and I believe the railroad companies would support it."

Mr. Lackner suggested September, as August is a hot month.

The president, referring to Article V, stated that the time was fixed by the constitution, but that members could bring the matter up for discussion by a motion to that effect.

Resolution by Mr. M. A. Truesdell:

Resolved, That Article V of the constitution be so amended as to read that meetings of the association be held at such times as may be designated by the executive committee.

A point of order being raised against the consideration of this motion, it was explained that the constitution could be amended by a two-thirds vote of the members present, but that the amendments would have to be proposed at a previous meeting.

It was also explained that an adjournment from one day to another during the same term of meeting

would not constitute a different meeting. Mr. Truesdell then withdrew his motion until the report of the committee should be presented.

Mr. Van Campen inquired, as a member of the committee, whether the committee was to select the place of next meeting as a *business* meeting or otherwise.

The president: The committee is to locate the place of meeting, irrespective of whether it is to be a business meeting or not.

Mr. Van Campen: It occurred to me as important to know whether it would be a business meeting or an excursion. If the former, it might be central and easy accessible, so that the officers need not go far to transact business. If excursion, a place farther east or west might be desirable.

The President: If you wish, you can make a motion to that effect.

Mr. Van Campen then moved that the next meeting in August be a business meeting for the officers and delegates.

Mr. Clark rose to a point of order and desired to suggest that the time being arbitrarily fixed the election of officers should take place at such meeting, and the officers hold their offices for one year, and that the constitution be amended accordingly.

Mr. S. H. Wallace: Mr. Chairman and Gentlemen: I do not think this organization is intended as a pleasure organization *per se*. I think it is intended for the benefit, interest and use of every member that pays the assessments, and it is absolutely necessary that we do business. Let pleasure take care of itself afterwards. There is no question that the railroads will be willing to accommodate us, but we must first attend to our business."

After some further discussion Mr. Truesdell introduced the following resolution:

Resolved, That Article V of the constitution be so amended as to read that the meetings of this association be held annually at such times as may be designated by the executive committee, instead of semi-annually, as such article now provides.

The secretary explained that such a resolution could not be put upon passage, but could be filed to be taken up at next meeting. In the meantime members could have the matter in consideration. But any motion would be filed for such consideration.

Mr. Truesdell then offered the following:

Resolved, That Article IV of the constitution be changed to read, "the officers shall be elected at the annual meeting of each year," instead of the August meeting.

This was put to vote and carried.

Mr. George K. Smith offered a resolution that a committee of five be appointed to report at the August meeting as to the advisability of changing the constitution and by-laws, and to present such changes as in

their judgment may be necessary to the growing wants of this organization.

Secretary Carrel: Mr. Smith's motion would be in effect to present amendments at next meeting, and they could not be acted upon until six months afterwards. I think Mr. Hambright's motion to refer the constitution to the executive committee would cover the whole ground. The changes they would recommend would be published and would be presented to the house at the following meeting. I do not think that four or five ought to change the constitution. You have all gone into membership knowing what the constitution is, and members should have time to think over what changes they may want to make. I wish to give a reason for making two meetings a year. In our old association we had our meetings in January and June. Members from the south could not get away in January. I had a great many communications from agents in the south, and they stated that they could not attend the January meetings. The August meetings they could attend at the north. I do not think any of the officials of the roads would object. They would prefer to have agents from other sections travel upon their roads. As to the extent of these courtesies to ticket agents, of course the railroad officials will act their pleasure. If they feel that the organization is too large they will probably not provide meals nor entertain you, but I do not think the companies will be unwilling to issue transportation to agents who wish to go. The officers can use some discretion in getting up these excursions, can have them from one section one year, from another the next, making an excursion once in two years in which your wives and families can join. At the business meetings there would not be a large attendance unless there was something of importance, or someone had something to present. Whatever amendments may be made to the constitution, I would like to see the work effective and have them presented before a full meeting next August. I think probably it would do a great deal of good if the constitution were taken up from the first article to the last. If the railroad companies do not furnish transportation probably not many of us will be there.

Mr. Hambright presented his motion in writing as follows:

Whereas, The unusual growth of the I. A. of T. A. makes it necessary that the present constitution be revised; therefore be it

Resolved, That the executive committee revise said constitution and by-laws and present them for amendment and adoption at the next regular meeting;

Resolved, That prior to said meeting the proposed changes be published in the official organ.

The question being called in regard to placing on file Mr. Hambright's resolutions above, resulted affirmatively, and it was accordingly filed.

The secretary announced the report of a majority of the committee on selection of a place for the next meeting in favor of Chicago, Ill., and a minority report of one in favor of Denver, Col. On motion the majority report was ordered to be received, and upon a vote of the body Denver was selected as the place of the next meeting.

Mr. James Reed: As a representative of the Union Pacific road, we would be very glad to have your next meeting at Denver. The courtesies of the Union Pacific have already been tendered by its general passenger agent, and I desire to add that any side trips you may wish to make are included in the invitation to any point or any place that is covered by the Union Pacific road, and members can go either by Kansas City or by St. Louis, as they may wish.

On motion of Mr. Truesdell a committee of three was appointed to get up resolutions of acknowledgment of the association for courtesies, and to report the following day. The chair chose Messrs. Truesdell, Thompson and Liehon such a committee.

The secretary read a notice of an excursion to St. Augustine, tendered by the J. T. & K. W. Ry., for Friday, leaving Jacksonville at 9:50 a. m., returning to leave St. Augustine at 5 p. m. Also one on Saturday for Sanford, Winter Park and Tampa, to leave at 8 a. m. all of which were cordially accepted.

After which the convention adjourned to meet at the same place at 9 p. m. the next day.

THE TRIP OVER THE F. C. & P.

The Florida Central and Peninsular Railroad played the part of the host Thursday, February 13, and the visiting ticket agents were royally entertained along the line of their road. The special train left Jacksonville at 8 o'clock on the morning of that day, bearing nearly every member of the party and a few invited guests. The trip was a most pleasant one. At Citra the large orange grove of Mr. J. A. Harris was visited, its owner showing the entire party through the grounds and supplying them with luscious fruit, fresh from the trees. This is one of the largest groves in the state, covering over 200 acres. At 1 o'clock the train reached Silver Springs, and a short time was spent in examining the beauties of this wonderful pool. The reception at Ocala, one of the most prosperous and enterprising cities in Florida, was cordial in the extreme. A band was waiting at the depot and a committee headed by the mayor, Dr. Thomas Gary, and a number of prominent citizens, escorted the party to the Ocala house, where a fine dinner was in readiness. Mayor Gary, in an appropriate speech, tendered the visitors the freedom of the city and welcomed them to Ocala. After dinner the Semi-Tropical exposition was visited and speech making indulged in. The rest of the afternoon was enjoyably

occupied in sightseeing, and at 5 o'clock the party started on the return trip to Jacksonville, arriving at the latter place about 9 o'clock, well satisfied with the day's entertainment.

THE BEAUTIES OF ST. AUGUSTINE.

Friday, February 14, will be remembered as a red letter day, by the excursionists. Far-famed St. Augustine, the oldest, yet the newest city in Florida, was visited and thoroughly gone over. The train of Pullman sleepers, which the excursionists had, by this time, came to regard as their own domicile, was hauled over the J. T. & K. W. to St. Augustine, arriving early in the afternoon. It is hardly necessary here to describe the beauties of this favorite winter resort. Its narrow streets, its walled gardens, its quaint structures, its sea wall and its ancient fortress, its magnificent hotels, have all been made the subjects of many an interesting letter. The old St. Augustine will always be regarded with admiration and curiosity by visitors, but the new St. Augustine, the outgrowth of the wealth and enterprise of one man, first commands attention. It will remain always a splendid monument to the memory of H. M. Flagler, the millionaire who has reclaimed a wilderness and transformed it into a veritable Garden of Eden. Dinner was served to the members of the association at the celebrated Hotel Cordova, while the officers enjoyed a lunch with Manager Seavey at the famous Ponce de Leon, that palace of American hotels. An inspection tour over the building served to give the ladies and gentlemen in the party a idea of the practical working of such an establishment. It was with sincere regret that the party, warned by the declining sun, was forced to make their way to the depot, and depart for Jacksonville.

THE LAST BUSINESS SESSION.

The last business session of the meeting was held Friday evening. After some discussion it was reluctantly decided to change the programme for the following day on account of the desire of many members to reach New Orleans Monday. It had been arranged to go down the Jacksonville, Tampa & Key West and Florida Southern roads to Tampa, returning Sunday, but part of this trip was omitted for the reason above given and word sent to the management of the roads interested that it was the desire of the association to go only as far as Deland, returning the same day. The committee on resolutions submitted the following which were adopted:

Whereas, The magnificent hospitality extended to us as members of the I. A. T. A., and to our wives and families, both by the railroad companies of the territory traversed and the people of the various cities which we have visited, as well as by many other corporations and associations, during the course of our trip to Jacksonville, Fla., on the occasion of the semi-annual convention of this association, has made our

visit to the Sunny South one long to be remembered; and

Whereas, The association owes a deep debt of gratitude to the many kind friends who have so royally entertained us on this occasion; therefore be it

Resolved, That the thanks of the I. A. T. A. are hereby extended to the following railroad companies and other corporations, municipalities, individuals and committees: The Pullman Palace Car Co., Wagner Palace Car Co., "Monon Route" (L. N. A. & C. Ry.), "Big Four" System, "Queen & Crescent" System, Lookout Mountain Railway Co., Western & Atlantic Railway, East Tennessee, Virginia & Georgia Railway, Central Railroad of Georgia, Tybee Beech Railroad, Pennsylvania Railroad, Cumberland Valley Railroad, Shenandoah Valley Railroad, Norfolk & Western Railroad, Seaboard & Roanoke Railroad, Baltimore Steam Packet Co., Atlantic Coast Line, Charleston & Savannah Railway, Cincinnati, Hamilton & Dayton Railroad, Wabash Railroad, Ohio & Mississippi Railroad, Chicago & Eastern Illinois Railway, Evansville & Terre Haute Railway, Nashville, Chattanooga & St. Louis Railway, Louisville & Nashville Railway, Mammoth Cave Railway, Mammoth Cave Estate, Illinois Central Railroad, Brunswick & Western Railroad, Savannah, Florida & Western Railroad, Florida Central & Peninsular Railroad, Georgia Southern & Florida Railroad, Jacksonville, Tampa & Key West System, South Florida Railroad, Bay Line of Steamers, Florida Southern Railroad, Orange Belt Railway, and the Post Line St. John's River Steamers. Also James A. Harris, propr. Citra Orange Grove; the citizens of Chattanooga, Tenn.; the citizens of Atlanta, Ga.; the citizens of Savannah, Ga.; the citizens of Ocala, Fla.; the citizens of DeLand, Fla.; board of trade, Jacksonville, Fla.; Sub-Tropical Exposition, Jacksonville, Fla., and the Semi-Tropical Exposition, Ocala, Fla.

Resolved, Also that your committee deem it but fit and proper to offer a special resolution of thanks to the following gentlemen, who made extra personal efforts in behalf of the association: T. H. Wickes, second vice-president and general manager Pullman Palace Car Co.; E. A. Jewett, assistant general superintendent Pullman Palace Car Co.; D. G. Edwards, G. P. A. "Queen & Crescent;" D. B. Martin, G. P. A. "Big Four;" B. W. Wren, G. P. A. East Tennessee, Virginia & Georgia Railway; A. O. MacDonell, G. P. A. Florida Central & Peninsular Railway; E. O. McCormick, G. P. A. Cincinnati Hamilton & Dayton Railway; James Barker, G. P. A. "Monon Route"; Alton Angier, G. P. A. Western & Atlantic Railway; C. E. Harmon, general agent, Central Railroad of Georgia; E. T. Charlton, G. P. A., Central Railroad of Georgia; E. A. Ford, G. P. A., Pennsylvania Co.; F. B. Papy, assistant traffic manager, Savannah, Florida & Western Railway; G. D. Ackerly, G. P. A. J. T. & K. W. System; Wilbur McCoy, G. P. A., South Florida Railroad; F. E. Bond, general superintendent, Orange Belt Railway; W. M. Davidson, G. P. A., Savannah, Florida & Western Railway.

Resolved, That realizing that the present standing and success of the I. A. T. A. is largely due to the indefatigable efforts of our President William Brown, Secretary M. G. Carrell and Treasurer T. W. Venemann, we hereby express our appreciation of their labors and assure them of our earnest and unqualified support in the future.

Resolved, That the able assistance of our official organ, THE STATION AGENT, and the personal efforts of the editor, R. W. Wright, in building up the association in his official capacity as editor of THE STATION AGENT, are heartily appreciated by all members of the association, and that we tender our warmest thanks both to the publishers of the same and to Brother Wright.

Resolved, That the many pleasant features of our stay in Florida, as well as the perfect arrangements for our entertainment and accommodation while here, made by the various local committees of ticket agent, are also appreciated to the fullest extent, and that we hereby thank Messrs. C. S. Beerbower, S. B. Thompson, George Deming, F. M. Jolly, G. W. Taylor, G. W. Parkhill, J. W. Marshall and John May, constituting such committees, and trust that the opportunity may be afforded us in the near future to reciprocate in like kind.

Respectfully submitted,

S. B. THOMPSON,	C. S. BEERBOWER;
Secretary.	Chairman Committee on Resolutions.
	T. W. VENEMANN,
	S. H. WALLACE,
	HENRY LIHOU,
	R. C. BLISS,
	JOHN A. MILLER.

Adjourned to meet in Denver, Col., August 14, 1899.

[The editor, who was unfortunately not able to accompany the party the balance of the trip, gives way here to Secretary Carrel, who tells how the party fared thereafter.—ED.]

THE LAST WEEK OF TRIP.

The trip to Deland was again an ovation. After a royal greeting and bountiful entertainment, a ride through its beautiful groves, we were back to Jacksonville and on through the night to DeFuniak Springs, "the Chattaquua of the South." where the compliments of the Pensacola & Atlantic were expressed in an elegant breakfast. Our next stop was Pensacola, where the citizens took charge of the party. Our train was run down on the wharves, where four small steamers awaited to bear us out into the gulf. Here were seen the flags of every nation fluttering from the masts of ocean vessels. Swarms of ocean birds and schools of porpoises were around us, and some of our party reluctantly divided their breakfast with them. A fine ride, a race for home and we are again aboard our train for Magnolia Bluffs and a fish chowder dinner—a native hash which grows there in profusion. It has a name, but my pen is too feeble to express it. [Called gombo, we believe.—ED.] We also had a very fine article of claret, fruit and all that goes to make up a banquet, even a speech by our president and a response. Pensacola has one of the finest and largest harbors on this continent, but is troubled with sand bars at its entrance, and has petitioned for and soon hopes to get assistance from the government for such improvements as will place her foremost in the ranks of ocean ports. Her present ocean commerce is very large.

Bidding good-bye to our genial Pensacola friends, we took to our berths, and when the morning sun looked down it found us at New Orleans asleep; but we soon aroused ourselves and took cars for our various breakfasts. There were several people in New Orleans. It was Mardi Gras and Sængerfest and general hilarity. Maskers were everywhere, and the sound

of trombones and horns and the gurgle of beer glasses was heard on all sides. You must see Mardi Gras to enjoy it. I cannot put the true feeling or coloring in with words. It was magnificent, gorgeous, brilliant, and, although the city was given over to jollity and mirth, everything was orderly and decorous.

Monday, Tuesday and Wednesday until noon our party enjoyed the sights of New Orleans. Then back, via the Louisville & Nashville, to Cincinnati, in charge of Messrs. Milliken and Hopkins. Mr. C. P. Atmore met us at Nashville. A very pleasant visit to Mammoth Cave was made in the night, and after a few hours wandering amidst its labyrinths, foot-sore and weary we returned to our beds at 2 a. m. We were served with supper and breakfast at the cave, and are under obligations to Mr. Gunter, manager of the cave estate, for courtesies at the cave.

The Louisville & Nashville gave us a very fine entertainment en route, and left nothing for us to wish for. We were a weary crowd at parting, but enthusiasm ran high over the perfect success and pleasure of the entire trip, unmarred by sickness or accident. It was like breaking up a family when the good-byes were said along the route and at Cincinnati.

M. G. C.

NOTES OF THE TRIP.

The banquet at Atlanta was the best arranged event on the programme.

Every agent in the party came away delighted with Florida climate and Florida people.

The editor of THE STATION AGENT is under many obligations to Messrs. Wombwell, VanDeman and Choate, of the bureau of immigration, for courtesies shown while in Florida.

The discovery of phosphate has been a great thing for Florida, and is already attracting the attention of northern capitalists.

The hotels of Florida are one of the attractions of the state. Splendid accommodations can be found everywhere.

The Indian river country is the duck hunter's paradise. A few days' shooting in this section convinced the editor that even a novice can find plenty of sport there. Many northern sportsmen spend the winter months along Indian river, which is really but an inlet of the ocean.

A number of photographs of the party were taken along the trip. Copies can be obtained from the following artists: Havens, the photographer, Jacksonville; G. E. Gould, Jacksonville; O. M. Morris, Chattanooga, Tenn.

It was a disagreeable change coming from the balmy atmosphere of Florida to the blizzard-swept north, and many a bad cold will be the result.

Owing to the change in the programme the excursion could not make a stop at Tallahassee, the capital of the state, as the train passed through there in the middle of the night. The ladies of that city, however, had several boxes filled with magnificent roses, which were presented to the party as the train stopped for a few moments. The gift was appreciated by everyone in the party, and by the ladies especially.

A new industry in Florida is grape culture. Near Tallahassee are the now famous vineyards of San Luis and Andalusia, owned by Professor Dubois, who manufactures as fine an article of wine as ever came from Bordeaux. The grapes thrive finely in this section of the state, and as they are two months earlier than the northern crop, they command fancy prices in the New York market, where Professor Dubois ships them in large quantities.

A number of the party made a trip to Havana after the convention, transportation being generously furnished free by the Plant line of steamers, which connect at Port Tampa with the South Florida road.

The cosiest hotel in the state is "The Inn," at Port Tampa, which is located on the pier, three-quarters of a mile from the shore. The hotel is built on piling, and is destined to be a favorite place of resort both winter and summer.

General regret was expressed at the inability of the party to avail themselves of the trip up the St. John's river. Quite a number, however, left the excursion for the purpose of seeing more of the state, rather than witness the Mardi Gras. They were well repaid for so doing.

The selection of Denver as the next place of meeting gives universal satisfaction. The majority report of the committee recommending Chicago was summarily squelched by the convention and the minority report adopted.

It would be impossible to give a list of the members in attendance in our limited space this month.

Every agent who attended the convention congratulated himself on his wisdom in doing so, while several thousand agents, who might have gone but didn't, will ever regret their mistake. However, they were not missed, as the party was quite as large as could be conveniently handled.

The ticket agents who took the trip will be able to route passengers to Florida and southern points with greater ease in the future. In this respect the trip was a fine educator. There should be a boom in Florida travel now that the members of the party are back home and at work. The next two months are about the pleasantest in Florida, Georgia and Tennessee, as well as the most disagreeable in the north.

The following telegram from James Charlton, general passenger agent of the Chicago & Alton, was read at the convention:

CHICAGO, ILL., Feb. 13, 1890.

J. C. Burch, G. P. A., C. & A. R'y, Jacksonville, Fla.

You can extend to the ticket agents a hearty invitation to patronize the Chicago & Alton road enroute to their next annual convention at Denver. Say to them that commencing March 1st the Chicago & Alton and Union Pacific will join hands and run the finest vestibuled limited train service between Chicago and Denver that is run anywhere in the country and we would be glad to have them make the trip for the purpose of examining and passing upon the new route.

J. CHARLTON,

G. P. A., Chicago & Alton R'y.

The following committee was appointed to prepare a suitable design for an official badge: Geo. K. Smith, ticket agent, B. & O. R'y, Columbus, O.; M. N. Truesdell, ticket agent, B. C. R. & N. R'y; Albert Lea, Minn.; Henry Lihou, ticket agent, Terminal railroad association, St. Louis. This committee will report at the Denver convention. Any suggestions from members as to a suitable design will be gratefully received by the committee.

Frank Campbell, ticket agent for the Chicago & Alton, at Godfrey, Ill., repulsed three would-be robbers who attacked his office on the night of February 11.

OUR NEW ENGLAND LETTER.

[From our regular correspondent.]

Even station agents have found time to make a few pertinent observations upon the unique character of the weather of the present winter. Almost the first of March and we have had no sleighing, a mere trifle of snow and ice, and the mercury has positively refused to go below the zero mark. There has been no opportunity for the station agent to exercise his muscle by agitating the broad-faced snow-shovel, and yet I hear but few complaints as to the extraordinary state of circumstances. The New England railroad station agent has always been looked up to as a sort of a semi-weather prophet but his prognostications this year have been a futile as those of the most ordinary and utterly ignorant observer. But who could prognosticate a meteorological freak of a severe thunder shower, with a setting of ice and snow in February? Yet that is exactly what we experienced on the 18th inst.

On the whole, however, a mild winter has its advantages, and we have no desire to complain, even when we see the look of red-eyed despair upon the face of our friend the plumber and the congealed horror depicted in the countenance of our neighbor the coal dealer. The old saying that "What is one man's loss is another's gain," is studded with solid chunks of truth, is it not?

The question of how to remit the funds of the company closely is one which often perplexes the agent. It is the rule of most of our New England roads that agents shall remit all funds taken daily, reserving only a small sum to make change with in selling tickets, and yet many agents claim that to carry on the business properly a sum varying from twenty-five to seventy-five dollars in small change shall be reserved and their explanation is that very often a person calls for a ticket and tenders a five, a ten or a twenty-dollar bill, and unless the agent has a fund to draw upon how can he effect the sale? This excuse is reasonable as far as it goes, but it will not bear analysis, as I will try and demonstrate. From an observation and experience of a dozen years or so I do not hesitate to assert that it is possible to adopt sufficient systematic methods whereby the actual working fund of an ordinary railroad ticket office can be reduced to a very small amount.

As suggestions in proof of this I would offer the following: It is an established fact that nine persons out of ten look upon a railroad ticket office as a species of money changing establishment. Did you ever have good Mrs. Smith, in your neighborhood, remark to Mrs. Jones: "Now I will get this ten-dollar bill broken at the ticket office before I start, and then I shall have change handy to do my shopping." My claim is, that nine-tenths of the people who present bills of large denominations at the ticket office window do so when they have smaller change in their purses, and would pass it out if an agent would say: "I am sorry, but I am unable to change that." Get them out of the habit of expecting it, if possible. Again, a little more system in making change is often of great help in this direction. In giving out change hand out the largest pieces possible in the transaction; never use two quarters and a dime when a half dollar and a dime means the same. Then adopt also the method which, for want of a more suitable appellation, we will term the "boomerang" system; that is, instead of giving change get change. For instance: Suppose the fare to a certain point is forty-two cents. A man usually tosses out a half dollar, and it would be natural perhaps to give him back a nickel and three pennies—many sales at this rate, you see, would soon exhaust

your stock of small change. Now try the "boomerang" method; when the would-be purchaser lays down the half dollar just say to him: "Have you got two pennies?" He will usually find them and you hand him a dime. See? You gain one piece of money, your stock of change is enlarged and everybody is happy. A little practice in this direction will yield wonderful results. Yes, taking everything into consideration, I believe an agent can usually curtail his working fund very perceptibly.

The regular meeting of the New England Railroad Agents' Association took place on the seventeenth of February. The meeting was called to order at 8:15 p. m., President Silloway in the chair. The records of the last meeting were read by Secretary Morgan and were approved. New members were elected as follows: E. L. Squire, agent of the Connecticut River Railroad, Holyoke; Charles E. Rogers, agent of the Boston & Maine Railroad, Byfield. The subject of adopting some designating society badge or pin for members was brought up and discussed by many members present. The matter being brought to vote, it was decided to forego for the present the luxury of this mark of adornment. No other business of importance was transacted, and the company adjourned to the supper room, where the usual pleasant hour was spent. It is hoped that members of the association will make a special effort to be present at the next meeting, as the object to be accomplished by the society is dependent largely upon the presence and co-operation of all its members. The association has had many new names added to its rolls during the past year, and is to-day one of the strongest organizations of its kind, but in order to keep up the standard every member must take a personal interest in the matter.

N. S. Tandy, of Hoosac Tunnel station, one of the veteran agents of the Fitchburg road, is to resign his position about March 1, and will engage in mercantile pursuits.

The Boston Railroad Clerks' Association held a very pleasant meeting, February 3, at the A. B. C. Pathfinder rooms. The programme, as arranged by the entertainment committee, included piano solos by Prof. B. F. Colburn, selections on the mandolin by George Barker, tenor solos by James McCormick, of the Fitchburg railroad; banjo solos by Mr. Allan Gibson, and readings by Mrs. H. C. Babcock. After the entertainment the company adjourned to the supper room below and a sumptuous collation was discussed.

At a meeting of the same association, February 17, there was an interesting debate on the following question:

"Resolved, That railroad companies should charge the same rates for all kinds of freight, weight or bulk being the same."

The coming annual dinner was also talked over and plans for same arranged.

NEW ENGLAND NEWS NOTES.

"Business is driving," remarked the trackman, as he hit the spike on the head.

The New York & New England station at Putnam, Conn., was partially destroyed by fire on the 18th inst. The upper part of the depot was badly burned. Loss \$2,000.

Edward M. Surette, formerly of the auditor's department, Boston & Lowell road, has been appointed station agent at Prison Station, Mass., on the Middlesex Central branch Boston & Maine.

You will always find an apt illustration of "pure grit" in the railway service—on the gravel train.

Charles H. Hart, of Marlboro, N. H., has been appointed station agent of the Cheshire road at Westmoreland.

Burglars entered the depot of the Boston & Albany a South Spencer, on the night of February 6, and the safe was blown open. About \$50 was stolen.

James H. Cusick, for ten years ticket agent of the Maine Central road at Gardiner, Me., died of pneumonia on the 7th inst.

General Manager Furber, of the Boston & Maine road, has ordered all advertising signs on fences, rocks and walls along the line painted out. Thus the passengers will be deprived of the charming and suggestive information that Dr. Cureall's liniment is good for bruises, etc.

The Delaware & Hudson railroad ticket office at Green Island, N. Y., was broken into recently, while Agent Gallipo was at supper, and about \$25 stolen.

One of the veteran gentlemen of the Boston & Maine is stationed at the Elm street crossing, at Wakefield, in the person of William Deadman. He entered the service in May, 1852, this having very nearly completed his thirty-eighth year in the position. The *Boston Globe* recently contained an interesting sketch of this veteran, who will soon celebrate his seventy-fifth birthday and is still hale and hearty.

The elegant passenger station of the Lowell system of the Boston & Maine road, in Boston, was threatened with destruction by fire the first of this month. A fire broke out in a loft used as a storage room for old tickets and got under considerable headway, but the prompt work of the fire department saved the building from serious damage.

The joint station building of the Fitchburg and Boston & Maine railroads, at Ayer Junction, Mass., is being remodeled and improved. A new and large ticket office is one prominent feature.

The light-fingered gentry operated on the Boston & Albany road depot at Hollister, Mass., January 30, but only about \$25 was stolen.

A new station is to be erected by the New York & New England road in Boston, on Congress street, to accommodate baseball patrons, the location being close to the new grounds of the Boston Players' League.

The Vermont Valley road have erected a new iron bridge at Battleboro, Vt., the length of the main span being 202 feet.

The completion of the first year of *THE STATION AGENT* as a publication brings to notice the very cordial and emphatic endorsement given to the magazine by our New England agents. The circulation in this section is very large, but there are yet many agents whom the New England representative would be glad to see upon the subscription list. To anyone sending name and address I will gladly furnish specimen copies to any agent not a subscriber, and any facts of New England railroad station happenings will be appreciated. Address communications or enquiries to Box 526, Concord, Mass.

G. A. R.

PRESIDENT, WILLIAM BOWER, Cincinnati, Ohio.
 FIRST VICE PRESIDENT, J. L. WHITE, Boston, Mass.
 SEC'D VICE PRES., C. S. BEERBOWER, Jacksonville, Fla.
 THIRD VICE PRESIDENT, HENRY LIHOU, St. Louis, Mo.
 SECRETARY, M. G. CARREL, Cleveland, Ohio.
 TREASURER, T. W. VENEMANN, Evansville, Ind.

All Communications intended for this Department should be addressed to M. G. CARREL, Secretary, 81 Beech St., Cleveland, O.

Members Not Receiving the Official Organ by the 15th of the Month Will Confer a Favor by Notifying the Secretary Immediately.

The officers of the International Association of Ticket Agents congratulate themselves on the enthusiasm and gentlemanly bearing of the members in attendance at its meeting and its excursions. We were everywhere complimented on the *personelle* of the party, while a feeling, deeper than compliments could stir, tugged at my heart—that these men are gentlemen, earnest in a common cause of doing good. They are pleasant people to know, and it was like breaking up a family gathering when the good-byes were said at Cincinnati.

I wish each and every member to send in the names of "good men and true" who are eligible to membership. I will mail a supply of our large blanks, which can be filled out for insurance or ordinary membership without insurance. If applicants do not want insurance, give occupation, company, general passenger agent and employing officer or agent, date and sign the application, and get the endorsement of a member or two.

Our association now numbers 350 and we want to swell the number to 1,000 by August.

We also want all of you to remember that we can do each other good by communications in our official organ. This edition will necessarily be crowded with the matter of the Jacksonville meeting. Next month you will all be rested, so you can give us something interesting.

Relative to proposed amendments in by-laws (see record of proceedings of meeting), let every member carefully consider and mail to me propositions to amend such sections as may suggest that necessity, and I will submit them to the committee and print them. Article V. is the outgrowth of experience, and while the constitutional provision of six months' notice of amendments prevents any rash steps being taken, I desire here to state the reason for this article reading as it does. The members from the south said

they could get away in the summer and would like to do so, but could not get away conveniently in winter to go any distance. The members in the north can go better in the winter and the two sections can thus be best accommodated.

It is not expected every member can or will attend every meeting. All will go who can. The railways will never object to the ticket agents passing over their lines as many times as they may choose to, and if it inconveniences any company to allow a number of their agents to go, let the agents on a line agree on who will attend the meeting each time, and thus divide the opportunities.

The more meetings we can have the better we will get acquainted and the more agents can get away and enjoy a week or two of relaxation. Don't change any clause in our constitution without mature deliberation.

I would like to hear from members generally relative to their experiences and opinions on the present methods of ticketing and routing round trip California tickets. In the east orders are drawn from place to place until the passenger arrives at Chicago, St. Louis, Cincinnati or New Orleans. Just how these agents are provided with through round trips from these points I cannot say, more than that they are greatly embarrassed to route passengers promptly and properly, and often, I am advised, must necessarily change original routing, to the great inconvenience and discomfort of passengers.

I suggest that roads furnish a through ticket or order—each coupon of which would be an exchange order on the agents at terminal of roads en route—the contract to be signed at starting point, and each coupon or order signed where exchange is made and signature verified, the ticket issued thereon endorsed, "exchanged" and reports accompanied by order as voucher or authority. Baggage could be checked through or to any destination en route. This would be no more trouble to passenger and save many forms of tickets, and obviate necessity of using skeleton tickets.

I would like to hear from general passenger agents, and auditing clerks also, in this matter, as it may assist in reaching better methods.

I think it would be a boon to the ticket agents if some such medium as THE STATION AGENT could be used by General Passenger Agents in issuing circular instructions to agents of foreign roads. We hope soon to reach a great majority of agents (a list will be furnished of those we reach), and circulars so printed will be in form for preservation, where now they are mailed in all sizes and shapes, and if any attempt is made to preserve them they soon become so cumbersome that they could with difficulty be found when

required. If every road could have a space for such matter it could be readily found between the covers of this magazine. Let us hear from you all in this connection.

I wish to again request every member of the I. A. T. A. to take out an insurance policy, and to induce new members coming in to do so. It is the strong feature of the association, and I think its plan the best, as the expense is nominal and light. It is certainly one of the best class of risks. Again, I remind you that this association is founded on business principles and is intended to benefit its members in every way.

The benefits and pleasures of the excursion just passed has made the association strong in the assurance that it is what ticket agents need. Everyone was filled with enthusiasm. Don't allow this feeling to diminish. Remember we have an official organ, in which every member can communicate with every other member. Personal acquaintance will make such matter doubly interesting. Don't think "excursions" are the greatest feature of membership, and that because you "can't get away to attend meetings" there is no use of your becoming a member. There is work to do; labor for your fellows, which is, or should be, a pleasure to all true men. M. G. CARREL,

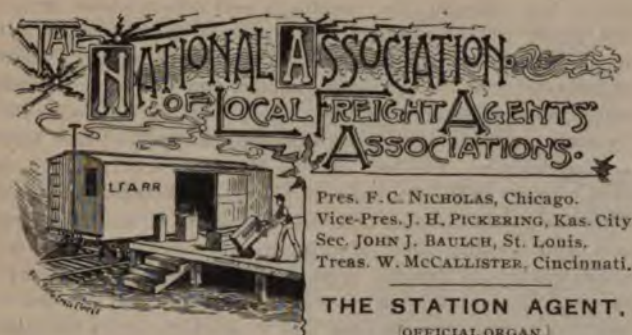
Secretary.

AN IMPROVED METHOD OF BILLING.

Several Toledo railroad men, among them Samuel Blair of the Erie Despatch, M. S. Wright, train master of the Michigan Central and E. Gerkins, local freight agent of the same road, are jointly interested in an improved method of billing, which will do away with all possible delays in the forwarding of cars to points of destination. The new method of billing is already covered by a copyright. The bill consists of one regular bill and two coupons attached. The conductor takes one coupon, the other coupon is sent by mail to the consignee or connecting line, and the main bill with tissue copy is held by the agent at point where consignment is first forwarded from. The new method is highly spoken of and we hope to be able to give a fuller description of it in another issue.

The officers of the Pennsylvania, both east and west of Pittsburg, have now ordered conductors as well as station agents to turn in all passes received from other roads.

The gardening department of the Nashville, Chattanooga & St. Louis has just received a large consignment of evergreens, to be used in adorning the station yards along the road.



Pres. F. C. NICHOLAS, Chicago.
Vice-Pres. J. H. PICKERING, Kas. City
Sec. JOHN J. BAULCH, St. Louis,
Treas. W. McALLISTER, Cincinnati.

THE STATION AGENT.
(OFFICIAL ORGAN.)

WILL THE FAST FREIGHT LINES BE SUPERSEDED.

THE STATION AGENT for December contains a very interesting article on the origin and growth of fast freight lines, from the pen of Mr. W. W. Chandler, General Agent Star Union Line, Chicago. As a history showing the progress that has been made in the means of despatching freight, the contribution is a most valuable one, but there is considerable question about the correctness of his conclusion, viz., "that fast freight lines are sufficient for the requirements of the present generation, and that their abolishment would be disastrous to the prosperity of the country at large." It is thought, by not a few, that the operation of the Interstate Commerce Law has done much to clear the way for the discontinuance of such organizations as separate and distinct institutions outside of the railroads themselves, to be superseded by a general plan which will be to all the railroads what the fast freight lines have been to a few. Thoughtful car accountants have maintained for some years that the assigning of cars to fast freight lines, and the placing of the control of their movements under authority of the line managers, is a policy that does not produce the best results, especially if the road owning line cars allows its common cars to be sent from home. Quite a number of roads have recognized this fact during the past few years, and the control of their own cars, both line and common, at home and away, has been placed under the charge of their operating departments. It is no longer customary for railroad companies to order cars for the movement of freight through line managers, but through the operating officers of the respective roads. If the operating officer would act upon such orders intelligently, it stands to reason that the movements of his company's line cars, as well as their common cars, should be reported to him and be under his control; otherwise he might discover when too late that he had sent common cars to a point where an undue number of line cars were already located. Or, on the other hand, if the line manager should have control of the movement of line cars, he would be liable to frequently send line cars for loading to points on certain roads which might already have a number of

the common cars belonging to the road of which the lading might be destined for delivery, but of which the line manager would have no account.

The practical advantage, however, resulting from the placing of the control of the movements of all cars owned by each respective company, both line and common, having been so clearly set forth from time to time by competent transportation officers, it is merely necessary for us to refer to the fact.

Another important matter in connection with the assigning of cars to line service, which has not received so much attention, is the marking of cars. For instance, some roads have cars assigned to several different lines operating over different connections, and the cars assigned are given the marks of each respective line. Under this system it must often be apparent to the car distributor that the line marks which control the movements via particular routes, curtail the utility of the equipment very much, and add materially to expenses for cost of movement and service of cars belonging to other companies. For instance, business via one line may be very active while it is very inactive via the others. The number of cars assigned to the active line is inadequate, but the cars assigned to the inactive lines, although idle, are not available by reason of the line marks confirming them to other routes. This single reference is sufficient to show that line marks prevent cars from making as large performance as they would were the cars simply marked with the initials of the road owning them, and left free to go via any route on which business is to be moved. If roads desire to have only a particular series of cars go away from home in through service, such cars could be designated by the adding of the words "Fast Freight" below the road marks, to indicate to agents and shippers such cars as are available for through shipments via any route. A few roads already are following this plan with excellent results, as line marks can no longer serve the same purpose of formerly without largely impairing the utility of the equipments.—*Railway Equipment Guide.*

A box containing \$1,200 was stolen from the ticket office of the Cincinnati, Hamilton & Dayton roads in the depot at Cincinnati, Ohio, the other day while the ticket sellers were at supper in an adjoining room.

A union station is to be built in Norfolk, Va., by the Norfolk & Western, Norfolk and Carolina, Norfolk & Southern and Norfolk and Virginia branch roads.

A union station is to be built at Portsmouth, Va., by the Seaboard & Roanoke and Atlanta and Danville companies.

Subscribe for THE STATION AGENT.

INVENTIVE GENIUS.

(Written for THE STATION AGENT by C. E. Doyle, Patent Attorney, Pittsburgh, Pa., and Washington, D. C.)

INVENTION began, says one writer, in the Garden of Eden when the primal pair invented the fig leaf apron, and it has been in progress through all the hours that, since that day, have gone to join the cycles that elapsed before the creation of mankind. Every successive generation has found out something that its predecessor did not know. Not only the necessities of the race, but its unquenchable desire for extending the area of knowledge, and its natural aversion to hard work, have stimulated the inventive faculty. All that there is on this globe, except wild vegetation, wild animals and wild men naked and houseless as their quadrupedal companions, has come of invention. The history of invention, could it be written, would be a detailed story of mankind from Adam to the babe born to-day.

The grandest achievements of this God-like faculty are, however, of recent date, and they have come in such a magnificent procession, with results so marvelous, that a doubt exists in many minds as to the possibility of maintaining this pace through coming centuries. Ours is called the "age of invention," in comparison with past ages, but the impression is abroad that, in ages yet to come, ours will stand out as pre-eminently the inventive age. Why? What reason can be assigned for the supposition that a hundred years from now our descendants will not be as far ahead of us in science and its applications as we are superior in that respect to our ancestors of a hundred years ago?

It is our belief that, instead of having explored the inner temple of science, we have just entered the vestibule of the outer temple. Progress is a logical necessity. Every step points and impels to another step. We cannot believe the time will ever come when no more possibilities will be presented to the inquiring mind, when science will regard its work as finished, and the inventor will lay down the prod of exploration, feeling that his occupation is gone.

In this connection it may not be out of place to refer to a habit which is far too common, of railway officials and some railway papers to speak in a derisive way of any man who invents or offers a new device in the line of railway appliances. He is dubbed a "crank," or a "coupler fiend," as the case may be. One who has devised and put into practice a very important device, and who has made a fortune by it, is commended and held in high honor, notwithstanding the fact that he may have patented a half dozen other devices that are as ridiculous as any of those of a real idiot. As the sneer of a poor fool has been known to strike paralyzed an arm just raised to reap a golden harvest and attain a crowning victory, so there is no doubt that this custom of ridiculing inventors has deterred many a man from bringing out some very useful device for fear of becoming a butt for this class of ridicule. Very many of the most valuable railway appliances now in practical use have been devised by men having no practical experience in railway work, and had it not been for this class of inventors, very little progress would yet have been made in railway improvement.

Of late, however, more attention is being given by railroad men to experiment an invention, and many recent patents are in the names of prominent railroad men. This fact may tend to elevate the inventive fraternity in the estimation of railway officers. We say, all honor to the men who spend a dollar in money or an hour's time in an attempt to improve upon existing practices. We live in an age of universal ideas; there is a restless and persistent spirit of enterprise. Brilliant results have followed this practice of universal thinking; while there

are a few idiosyncratic inventors and others whose devices are utterly worthless, there is no justice in this wholesale criticism. There are many inventions that fail at first on account of imperfections in secondary details, and the inventor may not be appreciated at the time. The defects may be remedied by some one who comes after him, and the device prove to be a great success. The last man receives the credit, which, in fact, belongs to the first, who, in his day, only received ridicule. This is a common occurrence, and shows to what unkindness and injustice this habit of ridicule may lead. Again, it frequently happens that the inventor, failing in his first attempt, through the imperfections in secondary details, and still believing that he has the right idea, and is working upon the right principle, instead of giving up makes a second and a third attempt, and finally, after a number of trials and failures, and after having been subject to continued ridicule, reaches the goal, and produces a device which attains the result aimed at, thereby furnishing another proof of the old adage which is so familiar to all of us. A very small circumstance, a very slight imperfection may render a device absolutely useless, and lead one who is easily discouraged to believe that he has the wrong idea, and yet another attempt may not only prove that his first conception was in the main, correct, but, produce a result which will surpass in effectiveness and utility even his most sanguine expectations.

The truth is, the mind of the inventor is rarely fixed upon more than one subject at a time. In order to succeed, he must have a clear intellect and be able to concentrate his thoughts strongly in a single direction. He is generally the most practical-minded man in the world, though, by reason of his power to think a little differently, on new lines, or in advance of the gaping crowds about him, they ignorantly regard him as erratic and wanting in common sense.

Inventors often complain of the difficulty experienced in inducing capitalists to join them in their enterprises. No doubt there is often good ground for such complaint. Not frequently, however, the blame rests as much with the inventor as with the man of means. It must be remembered that usually the inventor studies the field more closely than the capitalist, because he has more time, and his attention is more closely directed to the investigation. It can hardly be expected that the man who devotes one hour to a superficial investigation of the subject can explore it so deeply and satisfactorily as the one who has given to it months and perhaps years. The capitalist is often blamed for not seeing into the advantages of an enterprise, when the fact is it has never been presented to him in the right light. Some one makes an important discovery, which, if utilized, will seemingly yield large results. Capital is invoked, but no systematic method is employed to demonstrate that the returns for an investment in working this new field of discovery will yield profitable results. Inventors too, often think that capitalists should take their simple assertion that the invention will yield large returns. This would be very well if inventors, as a class, were not oversanguine, and their predictions in a business way did not so frequently prove futile.

Every investor has a right to have some reasonable assurance that his money will be spent in a profitable direction. Money is the great lever that moves the world. If judiciously employed, it is a source of great gain; if wrongfully employed, it too often becomes powerless for good. Every man, therefore, who would seek the aid of capital in furthering his plans for introducing an invention, should first be prepared to show the whole state of the art covered by such invention, and wherein the improvement exists. Second, he should, if possible, show what particular market needs to be supplied with such improvement, and something approximating to the returns which

reasonably may be expected. Third, he should have some well settled plan of introducing the new product or furthering the new scheme. Fourth, it should be supported by well considered arguments tending to the convincing of the men whose money will be embarked in the enterprise. Because, however sanguine the inventor may be, the man who is called upon to risk his money should be shown a reasonable hope for obtaining fair returns, and further, that the investment is measurably safe.

There are, without doubt, thousands of patents which have never been introduced to the public, which would yield very large fortunes to any one who would take them up and work them properly. Whose fault is it? Probably not the capitalists, for they are, generally speaking, only to glad to find a good way to invest their funds. The blame, if any, rests upon the inventor, who in many instances, places so high a value on his invention that capitalists can not afford to assume the risk of introducing the new thing, or because the inventor has not taken the right method or adopted the proper plan of bringing his matters to the attention of the men whose aid he invokes.

Inventors often get too easily discouraged. They bring their inventions before three or four capitalists, none of whom feels disposed to introduce it, and they immediately give up, blaming the stupidity of capital, and bemoaning their own sad lack of funds. Now the commercial traveler does not thus easily lie down under difficulties. He moves on from town to town. Each negative answer he gets only urges him forward to the man who he is sure sooner or later will be found to say yes. If the inventor had more of the commercial instinct, more of the commercial man's persistency and push, more of his indomitable will and pluck, he would succeed. There is far less trouble with the capitalists than with inventors themselves. It really seems as though in most cases a "go-between" were absolutely necessary. When the inventor himself, fails of eliciting help, the best thing he can do is to obtain the services of some keen, shrewd, far-seeing business man to help him out of his difficulty. If his invention is worth purchasing, nine cases out of ten, there will be little trouble in procuring financial help if the proper methods are employed.

NEW PUBLICATIONS.

HAND BOOK OF FREIGHT ACCOUNTS, By Marshall M. Kirkman. Published by the author and for sale by THE STATION AGENT. Price \$2.00.

Marshall M. Kirkman's latest addition to railway literature will be welcomed by a large class of readers. It gives an interesting historical sketch of railway accounting and a general outline of its work. The author then takes up the various details, and offers rules and suggestions that cannot fail to be of value to every freight agent, dealing as they do with every phase of the work. Numerous blank forms are shown, and altogether the work is one of the best text books of the kind Mr. Kirkman has yet given to the railway world. It should be in the hands of every agent interested in freight traffic. Price \$2.00. For sale at this office.

George W. Snow, cashier Toledo & Ohio Central freight office in East Toledo, O., has disappeared. He is reported short in his accounts over \$3,000.



Important decisions on points that are likely to arise in station service will be given in this column each month and should be read carefully and saved for reference by every agent. We are also prepared to give legal advice to any agent, on questions relating to his business, free of charge. In asking for information of this character, state your case as concisely and accurately as possible. We shall consider it a privilege to serve our subscribers in this manner.—EDITOR.)

NEGLIGENCE OF CARRIERS—STORING GOODS IN AN UNSAFE PLACE.—Plaintiff shipped goods over defendant's railway, which, upon arriving at their destination, were stored in defendant's wareroom. The warehouse caught fire from a spark from a locomotive, and the goods were destroyed. Plaintiff brought action to recover therefor, alleging, among other things negligence on the part of defendant in storing the goods in an unsafe place. On the trial, he made no proof of negligence, but based his right of recovery on Pub. St. Mass. c. 112, § 214, which provides that every railway company shall be liable for property injured by fire caused by its locomotives. Held, that a judgment in such action is a bar to a subsequent proceeding, in which the right of recovery is based upon the negligence of the company in storing the goods. 23 F. E. Rep. 890. Aasett v. Connecticut River R. Co.—Supreme Judicial Court of Massachusetts. Hampden—Nov. 1889.

EJECTION FROM TRAIN—RIGHTS OF PASSENGERS.—In New York the plaintiff and his father held two tickets, purchased at reduced price; good for continuous passage on train 59 from W. to R. Plaintiff's father presented the tickets to the doorkeeper at W., and asked what train they called for. The doorkeeper, pointing to a train, said, "that is the train," and ordered him to pass on. The father then went back for his overcoat and plaintiff, and when he returned he again presented the tickets. He was directed to the same train as before, which plaintiff and his father then entered. After the train had started the conductor looked at the tickets; told plaintiff and his father that they were not on train 59, that they would have to get off at H., the next station and wait for train 59. When train 59 reached H., plaintiff and his father, who were asleep in the waiting-room, were awakened by the station agent, and entered the train, but they were ejected by the conductor. The supreme court hold that the railroad is liable for the ejection.

WHO ARE EMPLOYES OF RAILROAD—PERSON REMOVING SNOW FROM TRACK—FELLOW SERVANTS—IOWA STATUTE.—1. Employees who are entitled to the benefit of Iowa Code, section 1307, providing that every corporation operating a railway shall be liable for all damages sustained by employees in consequence of the neglect of agents or mismanagement of other employees, etc., are those who are engaged in the business of operating railroads, or who are by the nature of their employment exposed to the hazards incident to moving trains.

2. A person employed to remove snow and ice from the track of a railway is entitled to recover for injuries resulting from the negligence of the employees of the road, as fellow employees, under Iowa code section 1307, although the train was not in motion at the time of the accident and he was not then engaged in the duties required of him.—[Sup. Ct. Ia. Smith v. Humeston, etc. Rd. Co., 43 N. W. Rep. 545.

from time to time before that date in THE STATION AGENT.

* * *

The storm of public indignation that swept over the country in regard to the alleged order of the management of the Philadelphia & Reading for their trainmen to shave off their beards, is somewhat amusing. Grave abuses, serious personal wrongs, are given little or no thought by either the press or the public, but a comparatively trivial affair, such as this, suffices to set the whole country agog. The Reading management has put itself on record as declaring that no such order was ever issued or intended, the report arising through the efforts of the company to inculcate habits of personal tidiness among the men. The American citizen is, as a rule, careless of the welfare of his brother, but he is quick to resent any attempt to curtail the "inalienable rights" which belong to all free men under the constitution of the republic.

* * *

The halcyon days of the ticket agents in the big hotels at Chicago are gone forever. Their commissions have been gradually cut down to small proportions, and now the eastern lines have decided to abolish their offices in all Chicago hotels. In this connection the *Railway Review* sensibly says.

The eastern lines have agreed to abolish ticket offices in the hotels of Chicago. If, as is stated, this is a move in the interest of economy, it is to be commended, although it is like stopping a leak at the spigot and leaving the bung-hole open. A reform in this direction would, if genuine, begin with the scalpers, and continue until all the lesser dependencies, hotel offices included, were cut off. Much of the business secured by means of these outside agencies costs more in actual outlay than the entire revenue received therefrom, to say nothing of the regular expenses attaching to the conduct of traffic. Were this an unusual thing, or unknown to the responsible heads of departments, mention of the fact would be uncalled for, but that in the face of an absolute necessity for economical management such practices should not only be allowed, but defended, is not only astonishing, but deserving of public censure—for the public pays the bill.

* * *

The average movement of each freight car in the country is only 20 miles per day, and during but two hours out of the twenty-four are the cars in actual running use. When one considers that not less than \$500,000,000 is invested in freight cars by the railroad companies of this country, the vast amount of capital tied up because of loose business methods and the carelessness of shippers and consignees, can be appreciated. Last year about 72,000 freight cars were built in the United States, at an approximate cost of \$36,000,000. This money in the opinion of

many careful observers, was practically thrown away. If it had been put into storehouses, elevators and other warehouse facilities it would have been well invested. Some of it might have been prudently spent for yard room and side tracks. Even in dividends the money would have done good. Expended for additional freight cars the outlay was wasteful extravagance, because loose business methods alone made the expenditure apparently necessary, and antiquated customs alone afforded an apology for it. This is substantially the argument of the ablest car service experts. They believe that the number of freight cars in the United States at any time during the last ten or twenty years has been more than enough, if wisely handled, to supply all the needs of transportation. They hold that what the railroads and the business community require is not cars but more expeditious movement of those already on wheels. The tendency of all railway companies is toward reform in car service, but before the co-operation of shippers and consignees can be secured to this end, more attention will have to be paid to despatch in transportation. It is not to be wondered at that consignees, who have waited weeks, and sometimes months, in vain for the delivery of freight that has been side tracked somewhere "on the road," should object to demurrage charges. The right to collect demurrage involves the duty of prompt transportation.

* * *

Bob Burdette, under his cloak of humor, gives the world the benefit of much sound common sense and every-day philosophy. In a recent issue of the *Pathfinder* he says:

Mr. Vanderbilt pays his cook \$10,000 a year, my boy, which is a great deal more than we get—because he can cook, that is all. Presumably because he can cook better than any other man in America, that is all. If Monsieur Saucegravi could cook tolerably well, and shoot a little, and speak three languages tolerably well, and keep books fairly, and sing some, and understand gardening pretty well, and could preach a fair sort of sermon, and knew something about horses, and could telegraph a little, and could do light porter's work, and could read proof tolerably well, and could do plain house and sign painting, and could help on a thrashing machine, and knew enough law to practice law in justice's court of Kickapoo township, and had once run for legislature, and knew how to weigh hay, he couldn't get \$10,000 a year for it; he gets that just because he knows how to cook. It wouldn't make a cent's difference in his salary if he thought the world was flat, and that it went around its orbit on wheels. There's nothing like knowing your business thoroughly my boy, from withers to hock, whether you know anything else or not. What's the good of knowing everything.

This applies to railroading as well as other occupations, although there is probably no other bus-

iness that requires such a general knowledge of its many branches on the part of those who expect to reach the top of the ladder. It is a good rule to follow, that of doing well whatever you have to do.

THE FLORIDA TRIP.

The excursion of the International Association of Ticket Agents to Florida and othersouthern points is fully described elsewhere in this issue. Its results are already felt in the largely increased membership of the association, which has passed through the organization period and is now in a position to command the attention of all railroad men. THE STATION AGENT has never doubted the ultimate success of this association and takes a justifiable pride in its rapid progress. The end of the current year will see its membership quadrupled and the sphere of its usefulness and influence correspondingly enlarged.

The generosity and hospitality, for which the south has always been famed, was never better exemplified than on this occasion. The trip from Cincinnati, around the entire circle, was one continuous ovation. Nothing was left undone that could in any way add to the enjoyment of the excursionists. Nor was this courtesy confined to the railroad companies. The people of every town and city visited were glad to welcome the ticket agents and to give them every attention in their power. The visitors were made to feel at home and that the courtesies shown them were a pleasure to the hosts, as well as to the guests.

Florida was seen at its best. The weather was perfect, and the push and enterprise exhibited everywhere gave the visiting railroad men a better idea of the business ability of Florida people than they had entertained before. Florida, while the oldest, is yet one of the youngest states in the country. Her natural resources have never been appreciated and are but imperfectly taken advantage of, even now. Capital is being directed into many channels of trade in the state, and the next few years will witness enormous progress in all directions.

The visitors was delighted with the fruit growing industries of the state. Oranges, strawberries and pine apples in mid-winter were a revelation to the northern representatives, while the market gardening industries of the state were a surprise to those who imagined that the tropical fruits were all that Florida could produce.

The benefit that Florida will receive from this visit can hardly be over estimated. Every ticket agent came away with the determination to work for the

interest of that delightful state, and certain it is that these men will not turn tourists and prospective settlers away from that section. The result is equivalent to the appointment of several hundred intelligent and influential soliciting agents in all parts of the country, and many tourists will be ticketed to Florida, who might, under other circumstances, have gone elsewhere. Certainly no more salubrious or charming locality could be found on the continent.

What Florida needs is active and industrious settlers to take up unimproved lands and work them as only the northern farmers know how to do. Orange growing is perhaps the best industry, but vegetables are being cultivated with even greater profit and success, and these have the advantage of not requiring years of preliminary expense and toil.

So, taken altogether, the first semi-annual convention of the ticket agents' association was a great success. The association was benefited, the members enjoyed themselves thoroughly, the state of Florida was well advertised, the various roads were repaid by gaining the good will of the ticket agents and by educating them in Southern routes, and everyone is happy.

WHERE ECONOMY IS EXPENSIVE.

The question of retrenchment in operating expenses is one that forces itself prominently before railway officials. The constant pressure brought to bear upon them by the board of directors compels economy, the results of which are often disastrous, although seldom ascribed to the proper cause. On this subject a western exchange recently said:

"A railroad official speaking of the numerous accidents of late expressed an opinion that it was largely due to the mania for cutting down expenses. Salaries are cut down until thousands of good men are leaving the service to go into something more remunerative, and these places are usually filled by young men, some of them not out of their teens. Especially is this true in telegraph offices. At way stations as soon as a boy gets so he can send a message he is given a position at some small station. . . . Then, again, men who are careless are not properly punished. He cited a case where, through the forgetfulness of a young operator, who was in the train dispatcher's office, there was a collision, and three lives lost, and \$40,000 damage done. The dispatcher was of course discharged. In less than a week he was in the train dispatcher's office of another important road, and is there now, and boasting that it was a fortunate thing for him, as he is now getting \$15 a month more than he did on the road from which he was discharged. In addition to this there is gradually creeping into the train service a class of men that are reckless and less intelligent than those who have been dropping out.

In commenting upon this article the *Railroad Gazette* says:

In appointing and promoting trainmen, station agents and operators, a superintendent is constantly under pressure from two opposite directions. From his own experience and knowledge he has an overwhelming sense of the many high mental qualifications necessary to the proper performance of the duties of positions like these, and so is never satisfied with the candidates before him until he has thoroughly examined every person within the field available. On the other hand, the stern necessity to restrict or reduce expenses, which, either from low earnings or from the determination of the directors, to pay larger dividends than they ought, pressing on every superintendent about 11½ months out of every 12, compels him to take such men as he can get for the money available. The rate of wages is rigidly fixed, and the number of men in each class being large, any change in it is hard to bring about, whatever reason there may be for it. Bringing up his force to a higher standard, which should always be a superintendent's aim when help is plenty, is generally a matter hardly thought of, because the directors have always taken care to keep the wages rate low enough to prevent any influx of men better than the average. It is difficult enough to keep the men up to past standards.

In the earlier period of railroad operation, when business was all the time rapidly expanding, the best men were selected from the whole body of applicants available, with little regard for experience. This was necessary because experienced men were scarce. Later methods, more or less closely copied after "civil service" system (and always dignified by that name), have secured the advantages of experience by promoting men from lower grades; but in doing this the element of natural ability is necessarily sacrificed to some extent. In a rational view of the case, a conductor or station agent ought to have both the natural ability formerly common, when the superintendent picked up the smartest fellow he could find and paid him about what he asked, and the experience which is now secured by taking the man from the next smaller station or train, but which as in all rigid systems, may or may not be accompanied by the capacity requisite for the higher place. But experience is a factor which can be definitely estimated and accounted for in figures, while natural ability is less tangible and is dependent for its market value more upon the individual view of some officer; so there has come to be prevalent an undue dependence upon the confidence in machine methods which make sure of experience whatever they do not secure. Many officers, especially those who are far enough removed from these grades to be little troubled by the vexations connected with details of work and discipline, convince themselves that in thus recognizing the value of experience they have taken the very best course possible. If there is any retrogression in the quality of the service accorded the public, they say it is not sufficient to be visible. We continue to make money, we do as well as other roads do; who can we get except our own experienced men? Moreover, we must practice "civil service" methods in order to do justice to our men and keep them contented.

And beyond all this, the deterioration in the personnel resulting from the employment of machine methods which ignore special fitness has often been so evenly spread over the whole system, and has manifested itself so gradually, and in many cases has been so wholly invisible except to careful and farsighted observers, that many managers has gone a step farther. They not only reject the plan of first selecting their man and then fitting the pay to him, and in place thereof fitting the salary first and get the man to fit it. They reduce the salary, with the evident intention of seeing if the qualifications of applicants will not remain at their former

standard in spite of the reductions. As the country has grown, and labor of all grades has become more plenty, as it has been seen that in 999 cases out of 1,000, an ordinary engineer, operator or brakeman answers as well as one who is above the average, the temptation to get along with the "average" men has been too strong to resist. Thus the best men have been gradually crowded out. Some have been promoted in the railroad service itself and others have promoted themselves by going into other business. This is plainly evident in some branches of the service, and is undoubtedly true of others where the state of things cannot be defined in exact terms.

The wages of good operators have been reduced about 30 per cent. in 20 years. Allowing for the sake of argument, that the young man who now receives \$40 to \$45 is equally expert and reliable as an operator with one who, at the same age, in 1870, received \$70, it remains true that it will not remain so long in the service, because the emoluments of the various other callings which appeal to him have not been reduced in equal proportion. The employer, therefore, will have a smaller proportion of experienced operators, and will correspondingly lose the benefits of experience, and the prospect that a telegraphic career will be shorter now than formerly, will inevitably repel some of the more intelligent and capable persons who otherwise would enter the service. Precisely the same forces have been at work in other lines of railroad work, and both explain and justify the remarks of the officers quoted at the opening of this article.

To pay a man of five years experience 10 or 20 per cent. higher wages, simply because he asks it, when a bright young man of six months' experience stands ready to take his place, seems a waste of money, and when eighteen-year old boys are making "brilliant" records on all sides, and the directors are insisting on a reduction of expenses this sense of extravagance is overwhelming; and yet the few years' experience that here hangs in the balance occasionally marks the difference between life and death to two or three passengers or trainmen.

The force of these comments can be appreciated by our readers. In no branch of the service is false economy more ruinously practiced than in the selection and remuneration of agents at the smaller stations. We have repeatedly emphasized the fact that a poor man is dear at any price, and that the amount saved in salaries in such cases is trifling when compared with the loss of business resulting from incompetent service. Efficient, intelligent and active agents create business, reflect credit upon the company employing them and popularize the road in the opinion of the public. Where such agents are also operators the necessity of competent service is pointed out by the *Railroad Gazette*. One \$40,000 wreck caused by the ignorance of overworked or cheap help, costs a road vastly more than the amount saved in salaries, by what its management may regard as an economical policy. When will the railway officials recognize the fact the laborer is worthy of his hire, and that retrenchment in salaries is, in every case, a costly and dangerous experiment?

OFFICIAL DEPARTMENT.



RAILWAY STATION AGENTS' ASSOCIATION.

GRAND OFFICERS

ALBERT CLINE, Pres., Allegheny, Pa.
 G. W. MAXFIELD, First Vice-Pres., Columbus, O.
 W. F. PRATT, Second Vice-Pres., Concordia, Kas.
 W. K. JAMISON, Third Vice-Pres., Bonnierville, Ky.
 W. J. DEGRESS, Fourth Vice-Pres., City of Mexico, Mex.
 E. McMILLER, Secretary, Unity, Wis. C. CARLE, Treasurer, Mazon, Ill.

THE STATION AGENT OFFICIAL PAPER.

An apology is due members for the non-appearance of the proposed supplement February 15. Several causes compelled its abandonment. The editor of this paper was unfortunately absent during the greater part of the month and could not give the matter the personal attention it should have had. Then, too, such a supplement, to be of value should contain only association news, and as very little correspondence had been received up to that date there would have been a poor showing, indeed, had the paper been issued. The contract between this paper and the executive board of the association called for the first issue of the supplement on or about March 15, but at the request of President Cline the publishers agreed to make an effort to get it out in February, although anticipating difficulty on account of the absence of the official editor. This difficulty is now removed and members can depend upon receiving the supplement, as well as the regular issue, on time in the future.

Elsewhere President Cline calls the attention of members to the necessity of furnishing the official paper with correspondence. This is an important matter, for only in this way can interest be kept up as it should. The supplement especially will be devoted to news from all sections represented by the association and we are anxious to see it well filled with this class of matter. Members need not be bashful, but everyone who can spare the time should wade right in. It may be the painful duty of the editor to use the blue pencil occasionally or even replenish the waste basket with unavailable copy, but we feel sure that all the brothers appreciate our loyalty to the association, and that the editor's judgement, as to what should or should not be published, will be exercised to the best interests of all. Hence, dear brother, if some communication, which, to you may seem appropriate, should happen not to appear, you will know the reason of its rejection. But this ought to

deter any one from writing for the official paper. Out of many hundred communications received in the past year by the editor of this publication, very few of them have been unavailable, and we have come to entertain a high opinion of the literary ability of the average agent. Readers, you do not appreciate your own capabilities in this direction.

In this connection we wish to impress one thing upon every member of the R. S. A. A., as well as all readers of *THE STATION AGENT*. Communications upon practical railroad subjects, and which will serve to start discussions, are particularly valuable and are earnestly solicited. The department devoted to this purpose has been one of the most interesting and instructive features of this magazine, and with the co-operation of agents more generally, it can be still further improved in the future.

The statement is so often made by agents that "there are no points coming up in my business that would be of interest to other agents." We do not believe this is true. Experience has taught us that even the most ordinary rules are capable of explanation and discussion. There is not a station of any size in the country which does not afford topics for such discussions. What may be familiar to one agent is new to another. How many questions arise in your regular routine of duties, upon which you are not quite sure, and concerning which you have a lingering suspicion that your action in the premises may not have been correct? Some times your fears are well founded, but often nothing more is heard of the case, and the matter is dismissed from your mind. Now, if you had jotted down the facts in the case and sent them to us, with a request for a ruling, it would have been the means of starting a discussion that might have been instructive to many agents who have been similarly puzzled, with perhaps, not as thorough a knowledge of the proper procedure as yourself. Remember this in your work and by carrying out the plan proposed you will assist your fellow agents as well as gladden the heart of the editor.

Preparations are already being made for the convention of 1890, which will be held in Cleveland and May 21. The importance of this gathering must not be under-estimated. The association is entering upon a new era of prosperity and a large attendance is absolutely necessary at this meeting in order that the work for the ensuing year may be properly mapped out. The prestige of a successful convention is of great assistance both in keeping up the enthusiasm of old members and soliciting new members. In addition to the duty which every member owes to the association there is a great deal of pleasure to be

gained by these social gatherings. Old acquaintances are renewed, and new friendships formed. We obtain a better idea of the world and of human nature, and learn what manner of men our fellows are. The relaxation from business cares, the change of scenes and the companionship of congenial spirits, all act as a tonic on the physical and moral man, and he goes back to his work better prepared to grapple with arduous duties of his position. By all means attend the Cleveland convention, brother members of the R. S. A. A., and bring along your wives and daughters, your sweethearts or your sisters.

The action of the Texas division in deciding to remain in the association is a source of gratification to every member of the R. S. A. A. The threatened revolt came at a time when its moral effect, had the movement succeeded, would have been injurious in the extreme. To stick by the association when it was conceded to be a failure and desert it when the clouds had rolled away and the future was bright with promise, would have indeed been a strange policy, and we are glad to see that the sound judgement of the leading members of the division—and we believe that they represented the sentiment of a great majority of the members at large—prevented the secession. President Cline deserves great credit for the manner in which he has handled this affair and it is largely owing to his intervention and the high opinion in which he held by members of the Texas division that they remained with the association, for they had become thoroughly disgusted with the management and lack of activity that has characterized it in the past two years.

MEETING OF TEXAS DIVISION.

Pursuant to a call of the executive committee the Texas division of the Railway Station Agents' Association met in the parlor of the Hutchins house, Houston, Texas, at 8:30 a.m., Feb. 9th, '90. President Blumenthol being unable to attend the meeting, First Vice-President J. M. Abbott called the meeting to order. The object of the meeting was explained by the secretary to be, 1. To finally decide whether the division would remain with the grand division or not. 2. If it was decided to remain with the grand division, to elect delegates to the general convention, which meets in Cleveland, Ohio, on the twenty-first day of May, 1890. 3. Should it be decided to withdraw from the grand division, then to modify and perfect the plan as submitted in the last issue of the *Texas Station Agent*.

The secretary read several communications from the grand secretary and president of the grand division; also the wishes of several of the members who could not be present, and after a full and thorough discussion of the situation, on motion, it was unanimously decided to remain with the grand division. All of the members present then took upon themselves the solemn obligation as prescribed by the grand division.

A statement in detail was submitted by the secretary and treasurer of the financial condition of the division, and was referred to the a with instructions to report at 3:00 p. m.

The following communication was received:

I. & G. N. R'y., Palestine, Tex., Feb'y. 8th, 1890.

E. L. Barcroft, Esq., secretary R. S. A. A., Houston, Texas.

Dear Sir:—I understand that your association will meet in Houston, Feb. 9th, and 10th, and thinking perhaps after adjournment you might wish to visit the Island City. it would afford me pleasure to extend the courtesey of our line from Houston to Galveston and return, to members of the association and their wives.

Very truly,

J. E. GALBRAITH, Traffic manager.

On motion the invitation was accepted and a vote of thanks was tendered the gentleman and the secretary was instructed to notify him. Adjourned until 2:30 p. m.

The convention was called to order at 3:00 p. m., by First Vice-President, J. M. Abbott. The card as proposed by Brother Willson Littlefield some time since was then taken up and discussed. On motion the secretary was instructed to have the cards printed and as soon as received to issue one to each member of the association in good standing, without cost to the member. It was also decided that unless the member could get the endorsement of the auditor of the company, for which employed, as per printed form on reverse side of card, that he could not retain his membership.

The committee appointed to investigate the report of the secretary and treasurer, reported that they found the same to be correct as reported. The secretary was instructed to issue a notice to each member showing the condition of his account with the association, and to notify all members, that unless settlement was made within twenty days they would be suspended. A special committee was appointed to write an address to send to all agents in the state not now members of the association, with a view of having them join us. Brother H. Booth was appointed as chairman of the committee and balance of the committee to be appointed by presiding officers later on. On motion *The Texas Station Agent* was discontinued. The following is the list of delegates elected to attend the meeting of the Grand Division, which meets in Cleveland, Ohio, May, 20th, 1890: J. M. Abbott, Seguin; F. L. Sheeks, Mexia; H. Booth, Tyler; Colie McKay, Troupe; J. W. Parker, Eagle Lake; Homer Eads, Houston; A. L. Downer, Greenville; F. O. Becker, Galveston, C. H. Stevens, Granbury; R. S. Tanner, Schulenberg; D. M. Morgan, Hillsboro; M. S. Townsend, Hallettsville; T. D. Lufkin, Galveston, J. M. Murphy, Gonzales; and E. L. Barcroft, Corsicana.

E. L. BARCROFT, Secretary.

NOTICE TO OHIO AGENTS.

THE STATION AGENT having become the official organ of the association, it becomes our duty to contribute to its columns in order that the journal may be made interesting and profitable to us all. We appeal to you now to aid us in this by taking notes of every event connected with your station life, no matter of what nature, and send to the secretary every week, or oftener if you choose. In addition to the regular monthly issue, there will be an eight-page supplement issued on or about the fifteenth of each month, devoted exclusively to association affairs. If every member will help as requested, Ohio will soon be regarded as one of the leading divisions. If you are not already a subscriber for THE STATION AGENT, we advise you to subscribe at once; it is important. Subscription price for the supplement is 50 cents a year, and for the whole issue \$2.00 a year. Let us hear from you soon. Fraternally yours,

S. L. M. MCADAMS,

President,

Ravenna, Ohio.

G. H. AUSTIN,

Secretary,

Newton Falls, Ohio.

A LETTER FROM VICE-PRESIDENT ABBOTT.

EDITOR THE STATION AGENT:

You will have had the news from many quarters that Texas has ratified the proceedings of the grand division. The obligation has been taken by many of the members already. There were some letters read before our Houston meeting which clearly showed some of our brethren thought the fact that Texas was not represented on the board of grand division officers was the cause of our dissatisfaction. Brother Albert Cline has been satisfied that this was not the case, and I will state in justice to our division that such was not the true cause of our action at Houston, December 8, 1889. We start out with the principles of fairness to our companies and to each other, and the executive committee stated the true cause in the circular published in the January issue, viz.: That we were no longer willing to tax our division for an association which was doing our membership at large no good. We believe that the association, as it now stands, will work untold good to our membership and the railroad fraternity at large. The obligation is the embodiment of principles, equally as beneficial to our companies as to ourselves.

We will be well represented at Cleveland, O., in May. I think from all indications the grand secretary has a good work ahead of him arranging the details of the programme, and I would suggest that it would be a good idea to do this early, so that it may be published ahead of time. How would it do to run out of Cleveland to some point of interest for an excursion during our visit there? There will be nothing more pleasant than an excursion after our business is over, and we can certainly count on the same kindness from the roads that the ticket agents are now receiving.

Fraternally yours,

J. M. ABBOTT,

First Vice-President Texas Division.

[The committee on entertainment will do all in their power to make the visit of the delegates pleasant, and we believe that an arrangement such as suggested by Brother Abbott will be made. We congratulate Texas division on its sensible action, and prophesy for it a leading position in the association.—ED.]

ADDRESS OF TEXAS AGENTS WANTED.

Who can give E. L. Barcroft, secretary Texas Division Corsicana, Texas, the address of the following members: Chas. Haas, formerly at Round Rock, Texas, on I. & G. N. R'y. H. L. Webster, formerly at Cline, Texas, on So. Pac. R'y. H. H. McDonald, formerly at Buffalo, Texas. D. C. Wray, formerly at Texarkana, Texas. Mr. Barcroft has lost track of the above and would like to communicate with them.

PRES. BLUMENTHOL OF TEXAS DIVISION RESIGNS.

J. M. Abbott, First Vice-President, R. S. A. A.

SEGUIN, TEX.

DEAR SIR AND BROTHER:—

Being now engaged in other business from that which directly appertains to our railroading, and having duties to perform that prevents me giving the attention I desire to the position I hold in our noble order, I deem it proper and to the interest of the association to resign the office of president, to take effect at once. I shall still retain my membership and will ever strive to do my utmost under the circumstances.

Wishing the association much success, I am,

Corpus Christi Tex.,

Feb. 22, 1890.

Yours Fraternally,

J. H. BLUMENTHOL.

[In a letter to the editor Secretary Barcroft says: "I beg to advise that Brother J. M. Abbott will assume the duties devolving on the president, and all communications pertaining to that office should be addressed to him. We are moving along very nicely in Texas, and we trust to make a fine showing before the meeting in Cleveland. The state is being systematically organized and worked. We have the promises of some of the leading members to be present at the meeting, and if nothing occurs to prevent, Texas will have a full representation there."

THE COMMITTEE ON BADGES.

I have this day appointed the following committee to get up designs for a suitable badge for the association: J. M. Abbott, Seguin, Texas, chairman; F. G. Corley, Elizabethtown, Ky.; G. L. Sherlock, Moose Jaw, N. W. T. Canada. This committee will submit its report at the general convention at Cleveland, May 21st, 1890. If any of the brethren have any suggestions to offer they will please confer with Brother J. M. Abbott, Seguin, Tex., the chairman of the above committee.

Fraternally,

ALBERT CLINE,

President and Chairman, Ex. Board.

PROPOSED CHANGE IN THE CONSTITUTION.

To the committee on constitution, Brother J. A. Kammerer, Chairman:—

Brethren: I hereby submit to your committee the following amendments to our general constitution and by-laws, the same to be acted upon at our next annual convention at Cleveland, O., commencing May 21st, 1890. In the heading of circular letter and body of same eliminate the word "station." In general constitution preamble strike out "station." Article I, (name) second line, strike out "station," this article to read after correction as follows: "The name of the organization shall be known as the Railway Agents Association." Article XIII. (Members) Sec. 1. In first line strike out "station" and in fourth line after "only" strike out "to a" and add "such" and in place of "person" make "persons." And in fifth line after "its" add "various" and in lieu of "agent" supplant "agents" and after agents add "traveling auditor, chief clerks and cashiers." In seventh line after "receive" strike out the word "or." In eighth line after "deliver" add the words "or solicit." In ninth line after public add the following: "or act in such capacities, when the circumstances demand it." Article XIII. Sec. 3. In seventh line strike out "station." This article to read after correction as follows: "Article XIII. (Members.) Sec. 1. The term railway agent as used in the general constitution and other regulations of the association shall apply only to such persons titled by a railway company as its various agents and whose duty as such is either to sell tickets for the transportation of passengers or receive, deliver, or solicit shipments of property belonging to the public, or act in such capacities when circumstance demands it." Article XVI. Amendments in second line strike out "station." General laws' heading strike out "station." Respectfully submitted,

Yours fraternally,

ALBERT CLINE.

PRESIDENT CLINE'S ADDRESS.

To the Officers and Members of the Railway Station Agents' Association:

Brethren:—We are fast approaching what promises to be the most eventful meeting in the annals of the R. S. A. A. Not in the sense of any threatened disruption, as no hidden danger is known to be lurking within our ranks; neither are there any vital questions besetting us at this time, nor is there any likelihood of any radical changes being made in our general constitution. This instrument as it now stands is very close to perfection, and, if necessary to bring it to a higher standard, it can be accomplished with little or no friction. As peace and harmony prevails all along our line and wherever the association has a foothold, there is a determination to advance the best interests of the association, the like of which has never been known in our history. No, brethren, I trust the fear of a clash of arms has passed, never to return again, and it is no such message that I have to send forth; but, on the contrary, one of glad tidings, which could not be otherwise, as good will towards one another reigns supreme from the grand officers down to the youngest member, and the outlook is bright and prosperous.

Yes, brethren, I reiterate that our annual convention will be an important meeting, and standing on the watch tower I note with gladness the many signals all over North America, showing clearly that it will be momentous in any sense of the mind. Already the certainty of a very large attendance is assured. Many divisions that have not been represented for some time at our general conventions are arranging to send a full quota, besides many members not delegates. Our wives, mothers, sisters and daughters have become deeply interested in our future advancement. Many of them have watched our every movement with feelings of the deepest anxiety, and now that we have at last reached a place of safety, we are in duty bound, so far as possible, to urge their attendance, that they may with us share the pleasures of this meeting. I am glad to know that many of the brethren have taken up this matter and that a large number of our near and dear ones will be there to help us make this the grandest meeting since the organization of the association. The presence of our ladies at such annual conventions has done much to make them cheer-

ful and attractive and it is hoped they will grace our next meeting in larger numbers than ever before. Heretofore, the business transacted has made it impossible for us to give the attention we should to the ladies, but from present indications this meeting in this respect will be different from any held for a long time, and at this writing it gives promise of a general good time.

Brother Wright and your humble servant have commenced figuring on attractions, a voyage or excursion on the lake, a trip to Niagara Falls and a short run to see the sights in and near the city, besides many other entertainments in keeping with the occasion, will be arranged for. Ohio and Pennsylvania divisions will also assist in making this gathering one to be long remembered. Now, brethren, turn out *en masse*

and let us for once have a royal time, and show what the R. S. A. A. can do since it has gained a firm foothold. Brother Grand Secretary McMiller will take up the matter of transportation to and from the meeting. In a short time credentials will be sent out and instructions for procuring passes etc. will appear in our official organ. In the mean time every brother who contemplates attending this meeting should commence getting things in shape. Many of the brethren have already asked leave of absence. Each division seems to be doing all they can to have a large representation from their state.

The association today is in the very best condition, and with the just increasing membership it bids fair to outstrip the most sanguine expectations of the well wishers for its future prosperity. That we have passed through a severe struggle cannot be de-

nied, but thanks to our many warm adherents we have at last scaled the mountains, and can look from the summit and see union all along our line, and view with pleasure a loyalty never before displayed.

To recount what I have personally passed through in carrying out, what was not only my duty as a brother, but what my sworn obligation demanded from me, would take up too much space at this time; hence I will simply state that while a four thousand worded article in which was my letter of acceptance, instructions for future, and the unwritten work, congratulations for loyalty displayed during all the discussion of the secret phase, &c., which should have appeared before the attack made on us by the *Railway Age*, and would



E. A. JONES,
Agent, Iowa Central R'y, at Oskaloosa, Ia.

have given us a great advantage in answering their editorial, had it been in point, but which for some cause had never been heard of since it left my hands, November 1, 1889, except through the issue of the *North Western Railroader*, November 8, 1889, in which there is an editorial statement that it would appear in the next issue and again on December 18, 1889, in a letter I am informed that it never reached the paper. Three times during November I wrote relative to this article and the draft of constitution. To these appeals I never received an answer until December 6, 1889 and while my letters were on the above subjects, the same was never referred to. On receipt of this letter I wrote for the return of the article and draft of application, beneficiary department and medical examination combined; also the draft of constitution. On December 16, 1889, I received another letter, but no reference is made to my requests, and up to this writing I have been unable to get either draft. Although in letter of December 18, 1889, there is an acknowledgement of its being in the hands of the editor.

That the article was sent, I stand ready to verify under oath. While I do not propose to say here what, in my judgment, brought about this state of affairs, I shall in justice to myself state that it was not the cause for changing our official organ, as my obligation does not allow me, nor any brother to take up personal matters, to the detriment of the association. The interest of the association demands a change on all sides. Your board was besieged not to renew the contract, and so far as different views on the secret phase was concerned, it had nothing whatever to do with deciding the matter, and I was surprised that such an excuse was put forward, as up to that time the views I held at Kansas City had been approved. In accepting the office of president I did so with a full knowledge and understanding of the responsibility resting on me. The obligation I have taken demands that I guard the association's interests, and, God helping me, I shall do all in my power to do so, regardless of friend or foe. I have endeavored to do my whole duty to the association and have not allowed myself to be won over by kindness or frightened by threats in any of my decisions, and as to a "game of freeze out," the winter has been too mild to get my consent to anything that I know would jeopardize the association's future prosperity. Many needed reforms had to be put into effect and a few of the hangers-on had to be squelched. At last, all this has been accomplished and I am glad to be able to say that the dawn of a new and brighter era has appeared, and we can now turn our whole attention to increasing our membership. Many plans are now being formulated, looking towards this end and it is expected ere long we will have plenty of solicitors in the field. Brethren, to make our victory complete let us one and all work as never before, up to the date of the May meeting. The grand officers are now working unorganized territory in such a manner that good results must ensue. In conclusion, the turning point for good results, in the association's history, has arrived and I know one and all will welcome the good news. Hoping that I will see many of the brethren at Cleveland in May and wishing you unbounded success in this grand and glorious work, I am as ever,

Yours sincerely and fraternally,

ALBERT CLINE,

President, Grand Director and Chairman Executive Board.

KANSAS ITEMS.

H. Jones, formerly Missouri Pacific agent at Downs, Kansas, is now lumber, tie and fuel agent of the St. Louis, Arkansas & Texas railway, with headquarters

at St. Louis, Mo. Mr. Jones has been a member of Kansas division ever since its organization. Mr. E. P. Shaw, another charter member of our division, holds a responsible position at Fourth and Chateau avenues, St. Louis, for the Missouri Pacific railway. Brother A. R. Wallace, is now in the merchandise business at White City, Kansas. We also note the following promotions to positions of trust among our membership during the last few months: J. D. Sweeney, to the agency at Abilene; J. A. Wright, agency at Coldwater; W. J. Reed, at Moore, I. T.; W. O. Horr, at Wellington; L. R. DeLong, at Guthrie, I. T.; O. O. Carr, at Burns; H. L. Atherton, at Red Rock, I. T.; and J. H. Sheely, at Concordia; all Santa Fe men. F. L. Morton, now agent at Wakeeny, Union Pacific road, was transferred from Ellis on the same road. S. G. Sprague, travelling auditor of the Missouri Pacific and an enthusiastic R.S.A.A. man had a two weeks tussle with "La Grippe" lately. R. F. Scoffern, our highly respected division president, accompanied the ticket agents on their recent excursion to Jacksonville, Florida.

"At Lynn, yesterday, a train ran into a caboose that had dropped off on the track, and whirled it around, shooting it through the depot building, demolishing the building and apparatus and frightening the operator badly."—*Washington Republican* Feb'y. 7th. We sympathize with Brother J. T. Minton and trust that so small an affair as a local may in the future have no terrors to him.

W. J. Pence relieves Brother L. F. Bacon, agent Santa Fe Route, at Chase, for thirty days, the latter taking a much needed rest. H. Obelgonner is acting agent at Alexander during a short absence of W. S. Beatty.

The Santa Fe freight claim department has lately been consolidated with the office of auditor of freight receipts under Mr. C. S. Sutton. H. G. Spurgen, for many years agent for the Santa Fe at Hutchinson has resigned to engage in other business. We have not as yet learned who would succeed him. W. O. Michaels, F. Horton, L. F. Bacon, of Chase, and J. L. Morton of Wakeeny all write encouragingly of our future prospects in their respective territory and they are all hustlers. It is rumored that Mr. E. C. Colvin, division superintendent of the Missouri Pacific, with headquarters at Concordia, is thinking of severing his connection with the division at an early date to assume a more lucrative position on some southern road. While we can but wish Mr. Colvin this well deserved prosperity, we very much dislike to part with him. Among our fraternity, he is highly esteemed.

E. E. Bales, of Woodston, is at present enjoying a vacation, something your correspondent has not had the pleasure of for over five years. In 12 years service I have lost less than thirty days time outside a telegraph office. Who can beat the record?

Fraternally,

A. H. HARVEY.

THE DUTY OF MEMBERS.

To the officers and members of the Railway Station Agents' Association:

Brethren:—I am just in receipt of a letter from the proprietors of THE STATION AGENT, in which they state that they are not being supplied as they should be with correspondence, etc., for our department. I would respectfully urge that every brother in the association give this matter his personal attention and not let up until he knows that his division is amply supplied with corresponding secretaries. Not only this but that he adds his weight by sending in matter for our columns. What is needed is news from all quarters, irrespective of how written, and we certainly can all do this much, and in so doing we will assist the prosperity of the association and

lift a great load from Brother Wright, the editor. A failure on our part to do our duty in this direction redounds against the association, as we must necessarily suffer if our columns are not bright, spicy and interesting.

In this connection I want to say that had Brother Wright been in Cleveland he could have gotten out the supplement, yet, in his absence, those not accustomed to filling in with other matter were unable to make up all the space with the correspondence furnished. In advancing the many measures that I advocate from time to time I have already taken up too much space in our official organ, and for that reason I gave way, expecting a flow from those not yet heard from to keep our columns full for some time to come, but here I am again and that too in the initiatory number. Many of the brethren are doing all they can to keep our department supplied with what is going on in their divisions, and I sincerely hope that from this on every division will be well represented.

I would again call attention to our part of the contract with THE STATION AGENT. I trust every brother will, at the very earliest convenience send in his subscription for the regular issue and supplement. Many divisions have taken action and others are arranging to take the paper in a body. Some of our brethren are sending in lists of subscribers. Let the good work go on and not stop until a copy of our official organ is in the hands of every member in the association. I would ask, as a special favor, that you look after this part of our work, thereby giving me full play on the many plans now being formulated to increase our membership. Trusting you will all heartily grant this request, I am

Yours Fraternally,

ALBERT CLINE,
President and Chairman Executive Board,
Grand Division.

A STATEMENT TO TEXAS MEMBERS.

To all members of Texas Division:

At the meeting held in Houston, Tex., Feb'y. 9th and 10th, it was unanimously decided to remain with the grand division and the membership should be proud that this decision was reached. Under the management of Albert Cline, grand division president, the association has been purged of all of the hangers on and malcontents. It is with pleasure that we assure you that the R. S. A. A., is in better shape to-day than it has ever been. All unnecessary expenses have been cut off, and the affairs of the association are being conducted economically. THE STATION AGENT, published at Cleveland, Ohio, has been adopted as the official organ, and the publishers have agreed to give us a supplience each month, which equal to a semi-monthly magazine. Full proceedings of the meeting at Houston will be published in THE STATION AGENT and if you are not already a subscriber, send \$2.00 to me, or direct to the publishers, Clark-Britton, Printing Co., Cleveland, Ohio, and this will send both the magazine supplement.

If you have ever been so foolish as to think that the association would not be a success dispel that idea at once for I assure you that we are gaining ground every day. Within the last few days some of the agents at the most important stations in the state have joined the association. They have not only placed their names on our rolls, but have gone to work to make the association a decided success, just what you should do. Now that the busy season is past we cannot see why you cannot devote a small portion of your spare time to association work. We must make the association a first-class one or it will naturally be a decided failure. If the latter, you are to blame as much as any one else. If you think it should be a

success then put your shoulders to the wheel and help it along.

There is one member who has secured sixteen new members within the last eight months, or an average of two per month. Can't you do as well as anyone else? Railway companies have already extended courtesies to us as an association that would not be extended to anyone of us as an individual. For the association to succeed requires the united efforts of all members. Respond promptly, brothers.

Fraternally yours,

Attest, E. L. Barcroft, J. H. BLUMENTHOL,
Secretary, President.

SPECIAL MEETING KENTUCKY DIVISION.

Pursuant to call the Kentucky division held a special meeting at Elizabethtown, February 8. Owing to the relief being so scarce in this section and there also being a great deal of sickness among our brethren there were not as many in attendance as was expected, the members present being, J. G. Barry, New Haven; W. K. Jameson, Bonnierville; W. M. O'Bryan, Standford; F. L. Clifford, Livingston; A. H. Roy, Colesburg; G. L. Brady, Horse Branch; Joe Smith, Rockport; E. H. Drain, Uptons; E. Beeler, Sonora; F. G. Corley, Elizabethtown. Several members were represented by proxy.

The meeting was called to order by President J. G. Barry, who made a neat speech stating the objects of the meeting, the future outlook of our division and the plan which he thinks should be taken to secure new members, his idea being to employ a solicitor. The unwritten work of the association was then given to all members present, and was received with entire satisfaction. The secretary, upon request, read the new constitution, after which it was adopted as a whole. The question of reducing fees and dues was brought up and after some discussion it was decided to let them stand as they are now, at least until our regular meeting in May.

A resolution was passed that it was the sense of this meeting that the Kentucky division endorses the action taken at Kansas City and that it is their wish that each member do all he can to carry out the measures at that time. A resolution was also passed approving the act of the grand executive board in securing THE STATION AGENT as our official organ. Resolutions were passed thanking the several railways for relief and passes, and also one to the effect that if Secretary Corley could not furnish the members with drinking water while in session in his depot, that it was the sense of the body that he should order oysters for the crowd. (He provided the water.) The question of who to employ as a solicitor was brought up and it was the unanimous choice of meeting that Brother J. C. Carpenter be secured if possible. As his health is poor and he is not able to attend to office duty it was hoped that it might benefit him in getting outdoor exercise. It was agreed in open meeting that THE STATION AGENT should not want for news from Kentucky and that each month Kentucky should be represented.

J. B. Merit of Vernon, J. G. Barry of New Haven, W. K. Jameson of Bonnierville and G. L. Brady of Horse Branch, were all requested to represent their lines in the official paper.

The president selected Louisville, Ky. and Saturday April 19th, as the place and time for our next annual meeting. The convention then adjourned to meet in Louisville April 19, 7:30 p. m. Hotel to be named. F. G. CORLEY,
(Approved.) Secretary.

J. G. BARRY, President.



[This department will be devoted to the discussion of points that may be raised by our readers regarding station service. We shall endeavor, as far as possible, to give our own views on such subjects as may be brought up, but would prefer, except in cases where an answer is directly requested by our correspondents, that the readers of THE STATION AGENT take an active part in the discussions, unbiassed by any statements on our part. Every answer given by the editor will be passed upon by competent authorities. Our readers should bear in mind, however, that the rules of various companies differ widely on many points, and it is impossible to give an "official" ruling, applicable in every case, through the columns of a publication. Our views are simply based on the best experience of practical railroad men, and should not be accepted when at variance with the regulations of the company employing the correspondent who may make use of this department. We earnestly invite our readers to make use of this column. Ed.]

TRANSMITTING CURRENCY BY EXPRESS.

EDITOR THE STATION AGENT:

In response to my article in the January STATION AGENT bearing upon the inadequacy of the present style of money envelopes or currency receipts used by all our express companies of to-day, I received from the hands of Mr. William H. Num, the Adams agent at Columbus, Kan., a sample envelope of his origin, in which I think there lies some merit. With but two exceptions it is similar to those now in use. These exceptions are a double back, for the purpose of forming a slot or keeper, through which an extended strap or tongue, consisting in the extension of the gummed flap at the center thereof, passes. The flap is sealed, after which the strap (which is gummed on both sides) is moistened, run through the keeper and firmly pressed, thus forming an adhesion to both the under side of the keeper and also to the inner thickness of the envelope. The strap is now inverted, bringing the end of the same back to the center of the envelope. It is now ready for stitching and wax-sealing in the ordinary way. There is no doubt but that this envelope is an improvement over the style now in general use, but it is a question in my mind whether Mr. Num is on the right track, or, in other words, is it to the improvement of the envelope we should look to remedy the fault? A prominent agent in my presence a few days ago expressed my long-felt conviction, viz: that to the currency receipt our attention should be attracted, not to the envelope so much. We are bonded for the faithful discharge of our duties, and is our honor properly protected by receipting for a package said to contain so much? Each station is supposed to be provided with a seal of which there is no duplicate—in dishonest hands, at least—but this does not prevent an exact counterpart, in some way, falling into the hands of unprincipled parties who can use it against us. If the present style of handling money can be tampered with so easily, the sender, by perjury, may at any time place us in an unpleasant position. A receipt reading "Received of John Smith \$100," making it obligatory on our part to see that there is \$100 there, would, in my judgment, give us a needed improvement in the transmittal of currency by express. With this latter change we would effectually baffle the perjurer and have but the one evil to combat—that of the tamperer after the package has left our hands.

A. H. HARVEY,
Washington, Kan.

THE SUBJECT OF CORRECTIONS.

EDITOR THE STATION AGENT:

Mr. Geo. M. Taylor, auditor of freight receipts of the Pennsylvania railroad system, in a "Post Prandial talk" recently, in New Orleans, La., on the subject of "corrections," "hit the nail square on the head," and his remarks show that he is not only an expert accountant and auditor, but a thoroughly practical, common sense, "every-day business man." Mr. Taylor, amongst other good things, said, in substance: "That errors which necessitated corrections must be expected when railroad corporations employ clerks at the princely sum of \$20 per month," etc. Another good thing was, that he took no stock in auditorial red tape (we paraphrase it thus for want of a more expressive term), and "that agents at junction points should have more discretionary powers in making corrections in rates, extensions, etc., etc." That is, where the transfer agents are aware of the fact that an "error existed, etc., etc." Why should an error be continued on its journey to the claim department of the road, there to cause more trouble and delay, when it could be adjusted and corrected in its embryotic incipency by an efficient, painstaking agent who makes the discovery, thereby lessening up the work all around, and earning the merited approbation of practical business men, who are the patrons and the "main-stays" of all railroads? These corrections should be treated and acted upon promptly on business principles, in connection with the several joint tariffs and classifications, by the auditors. Meritorious agents and clerks should be promoted, thereby increasing the efficiency of the service. There would thus be an incentive to all to improve and study railroading in all its intricacies and its various ramifications. If the board of directors of the various lines would give this matter their serious personal consideration, they would soon discover that the interests of their respective roads would be enhanced and their properties become more valuable by reason of increased revenues. As it is, you cannot expect an agent to be known personally at "headquarters" through the president, general manager, general superintendent, division superintendent and so on *ad infinitum* down to the bottom of the "auxiliary officers," who do the "inspecting" in a private car, stop five minutes at a station, learn all the workings in that time by walking through the office, saying: "How do you do?" to the agent, and a mere movement of the head to the over-worked and under-paid clerks, as the "inspectors" pass through the office. Of course, there are exceptions to all rules, but the above outline of "inspection" will hold good in nine cases out of ten.

The writer has handled hundreds of cars (C. L.) from a large agency, with weights certified by board of trades and the stamp of joint inspection committee, "weight and rate correct," when at our station, by scale weight, there would be an "error" of from two to seven thousand pounds under-weight. In some cases a correction was made. Was it appreciated by the powers that be? is the question. If freight is started correctly, rate and weight correct, in the humble opinion of the writer it will remain correct and not grow in bulk and weight.

J. F. H.

TICKET COMMISSIONS.

EDITOR THE STATION AGENT:

The subject of ticket commissions in which the agents are so directly interested has been presented to the public over and over, put through a number of channels of all description, been blacklisted time and again and still survives in a limited way to be sure but liable, judging from past experience, to be

resurrected on short notice. The writer has perused carefully all comments upon this interesting topic and cannot remember of ever reading an article undersigned "Ticket Agent." All of the forces of Christendom have been hurled against it and even the solar system has been invoked to come down and sit upon it.

Now a few plain words from a man in the business. As has often been quoted, if corporations of this country would increase the salary of their ticket agents to a living basis, the question of abolishing commissions would not appear so discouraging to the agents, but if an agent has struggled along for years at an average city station, say at a salary of \$75.00 per month and commissions amounting to about the same, to take away the commissions, hereby reducing this revenue one-half, is not a very pleasant experience. We have the assertion from the wealthy members of the Interstate Commerce Commission and like bodies, that the enormous amount paid to the agents by the railroads results in no good to anybody. If this amount was to go to the public when taken away from the agents, well and good, but such is not the case; it would go into the pockets of the Vanderbilts and Goulds.

As is well known to every one conversant with the life and requirements of the ticket agent, a vast amount of knowledge, inquiry, study and careful business tact is necessary before an agent really stands well up in his profession. The sale of a ticket to a distant point calls for considerable labor and research. To do this extra work in the amiable smiling manner which is required on the part of the agent it is to be expected that the thought of the extra remuneration has a great deal, if not all, to do with it. The payment of the commissions to the agent is just as legitimate and surely as deserving as a compensation in any line of business. The more commission an agent receives the more exertion he puts forth to increase his sales and the more courtesy in his manner. He is stimulated to keep his wits and energy alive, a cheerful atmosphere pervades the office, and his company, the public and himself are better served and benefited as his efforts are all put forth to keep business on his own line. On the other hand, with a meagre salary and no chances for improving his condition he grows to care but little for his work and goes about it in a mechanical way.

A TICKET AGENT.

ASSOCIATION OF RAILWAY ACCOUNTING OFFICERS.

The Association of American Railway Accounting Officers held its semi-annual meeting at New Orleans on the 22nd and 23rd instants. There was a very good attendance. Mr. M. Riebenack, the president of the association for the current year, presided. The executive, standing freight and standing passenger committees presented reports which evidence the fact that they had done much [painstaking work during the six months which have elapsed since the last meeting of the association in July last at Niagara Falls. These reports were taken up in their order and discussed by the convention and some important questions unanimously agreed upon, including the adoption of some standard blanks to be used in inter-line passenger business.

Interesting papers were read by Messrs. G. M. Taylor, Auditor Freight Receipts, Pennsylvania Railroad; W. Randall, Freight and Ticket Auditor, B. & M. R. R. and A. McFlevey, Auditor Freight

Receipts, Pennsylvania Company. The association has done much already towards the establishment of uniform methods in matters relating to the joint business of railroads, has indeed made great advances in this direction. Its membership has steadily increased until, as the secretary reported to the meeting, it now numbers 272 members representing 183 railroads and embracing the largest systems in the country. Its record so far is unsurpassed for the business it has accomplished.

Various committees were appointed at the meeting, one of which is to take up the question of railway nomenclature in accounting with a view to the adoption of long needed reforms in this direction. The next meeting of the association is fixed to take place at Cape May in the early part of July next; it will be the annual meeting at which officers will be elected for the ensuing year.

Subscribe for THE STATION AGENT.

F. & F., Cleveland, O., undersell all on Electric Belts, Suspensories, Batteries, Insoles, Corsets, and Bottled Electricity, the new cure for catarrh and pain. A fortune for agents. Book free. Address, F. & F., Cleveland O.

The Iron Guard Fence around the Union Passenger Depot at Cleveland, O., was furnished and erected by the Van Dorn Iron Works, Cleveland, O. See advertisement on back cover of book.

If you are in need of a Wire Fencing, Wire office railing, or other Wire Work read the advertisement of the Forest City Wire and Iron Works on the third page of cover.

When you deal with a reliable house you can place reliance upon statements made by them about their goods. Messrs. A. T. Evans & Co., of 182 State street, Chicago, Ill., who advertise in this issue, are dealers of unquestioned reliability, and their goods are the best that can be bought for the money. Readers of THE STATION AGENT will make no mistake in dealing with them.

Every station agent uses rubber stamps, and W. H. Dietz, the well known rubber stamp dealer of Chicago, is just the party of whom they should order any goods in this line. His attractive advertisement in this issue is self-explanatory.

E. Taylor & Co., Cleveland, Ohio, are having a big sale for their electric goods. They are now putting out a \$5.00 Family Medical Battery that gives entire satisfaction, and fills all requirements of higher priced batteries for domestic use. Agents are meeting with big success selling them. Circulars are free, address E. TAYLOR & CO., Cleveland, O.

Those suffering from rupture will find it to their interest to confer with the old and reliable house of De Garmo & Noble, 712 Broadway, New York, who make a specialty of treating such cases skillfully, advertised in this issue.

Have you sent for the catalogue of Howard S. Ingersoll, manufacturer of dove tail rubber stamps, 46 Cortland St., New York? Mr. Ingersoll's production is new, practical and controlled exclusively by him. The type, in consequence of the dove tails, are interchangeable, giving this stamp a much greater utility than stamps with fixed rubber type. Better arrange to handle these goods if you have not done so already.



J. E. Brittain succeeds F. H. Melendy as passenger agent of the Chicago & Northwestern company at Boston.

A. F. Mack has been appointed joint commercial agent of the Valley and the Baltimore & Ohio railways at Cleveland.

Henry A. Gross has been appointed general eastern passenger agent of the Chicago & Northwestern, with headquarters in New York.

H. A. Wilson has been appointed city passenger agent of the Columbus Hocking Valley & Toledo with headquarters at Toledo, dating from March 1.

J. G. Church has been appointed traveling passenger agent of the Rome Watertown and Ogdensburg in place of L. E. Chalonder, with headquarters at Boston, Mass.

C. H. Harvey has been appointed general western agent of the Georgia Associated Traffic Line, with headquarters at Cincinnati, in place of C. E. Harwan, who goes to Atlanta.

Elliott Marshall has been appointed general agent of the Hannibal & St. Joseph and Kansas City, St. Joseph & Council Bluffs, with office at Leavenworth, Kan., vice G. W. Nelles, resigned.

E. A. Peck has been appointed general superintendent of the Big Four, with headquarters at Indianapolis. The office of assistant general superintendent is abolished. Mr. Peck succeeds Robert Blee, recently resigned.

Robert H. Hebard, assistant general freight agent of the Union steamboat company, Buffalo, N. Y., has resigned, to give his whole time as the agent of the reorganized Wabash line. James McCarty, the local agent, succeeds him.

George E. Larry, for several years chief clerk in the general freight department of the Cairo Short Line, will succeed B. F. Blue as general freight and passenger agent. This is in accordance with General Manager Parker's system of promotion.

A. R. Gibson, for a number of years freight agent of the Valley railway at Cleveland, and one of the founders of this magazine, has resigned his position to go into the wholesale coal business in the same city. The service loses a good man by his resignation.

Following appointments announced by the Minneapolis, St. Paul & Sault Ste. Marie: E. V. Skinner, general eastern agent, and Walter Muller, Contracting agent, New York, and H. McMurtrie, freight and passenger agent, and S. A. Monteith, contracting agent, Philadelphia.

J. Duell and H. B. Chamberlain have been appointed assistant general freight agents of the Erie, the former to be located at Buffalo in charge of the freight traffic of certain divisions, and latter to have charge of the freight claim department, with office in New York City.

Mr. George W. Bull has been appointed general passenger and freight agent of the St. Paul & Duluth road. He has been for the past five years general western agent at Chicago for the east bound dairy and perishable fruit department of the Erie Dispatch, and previously filled a similar position on the French Dispatch line.

General Freight Agent J. T. R. McKay of the Lake Shore & Michigan Southern announces the following appointments:

D. B. Eldridge, contracting agent at Denver, Colo. The jurisdiction of W. W. Copeland, contracting agent at Omaha, Neb., will extend over Nebraska, South Dakota and part of Iowa. W. H. Merritt has been appointed agent of the Red Line at Sioux City, Iowa.

General Passenger Agent Hansen, of the Illinois Central, announces the following appointments: Henry Buttler to be traveling passenger agent, with headquarters at Buffalo, C. A. Florence to be traveling passenger agent, with headquarters at Boston, Massachusetts; A. J. McDougall to be traveling passenger agent at Berlin, Ont.

The following changes on the Chicago & Alton are announced: The jurisdiction of David Bowes, general agent at Kansas City, has been extended, and his title has been changed to general western passenger agent, with headquarters in St. Louis, Mo., and supervision of the passenger business west of the Missouri River, and west and south of St. Louis, to succeed the late S. H. Knight, whose title was general agent of the passenger department. A. Hilton has been appointed general agent, passenger department, with office at Kansas City, Mo., to succeed D. Bowes; J. M. Hunt has been appointed city passenger and ticket agent, with office at St. Louis, Mo.

Charles Watts, the new general superintendent of the Pittsburg, Fort Wayne & Chicago and allied lines, has been on the Pennsylvania system 23 years, having been conductor, station-master and train-master on the New York division before he went to the Chicago, St. Louis & Pittsburgh as division superintendent. He is about forty-five years of age.

THE DEATH LIST.

Thomas Warnock, secretary and auditor of the New York Pennsylvania & Ohio, died at his home, in Cleveland Ohio, February 4, at the age of 70 years.

Samuel H. Knight, ticket agent and general agent of the passenger department of the Chicago & Alton railroad at St. Louis, Mo., died in that city, February 16, aged 57 years.

Peter G. Beam, formerly agent of the Michigan Central and afterward of the Burlington road at San Francisco, died in New York city, February 27. He left the Pacific coast last December and went east for the benefit of his health.

John E. McClure, Western passenger agent of the Chicago Milwaukee & St. Paul road, died at Omaha, Neb., March 2. A circular has been issued by the general passenger and ticket department announcing his death.

The Philadelphia & Reading road has completed a new passenger station at Atlantic City, N. J., which is 550 feet long, with a frontage of 300 feet on Atlantic avenue. The train sheds are 450 feet long with accommodations for six tracks, and there are platforms 25 feet wide between the tracks. The entire building is heated with steam and lighted by electricity. The main waiting room is 100 feet long, with handsome oak mantelpieces and large open fire places at either end. Adjoining this is the ladies' waiting room, furnished in mahogany, with rich curtains and hangings at the doors and windows.

Charles Lariet, station agent for the Minneapolis St. Paul & Sault Ste. Marie at Bruce, Wisconsin, has been arrested and held in bonds of \$1,000 in charge of embezzlement.

F. A. Walton, agent of the Pacific Express company at Dallas, Texas, has left for parts unknown with \$35,000 belonging to the company, strenuous efforts are being made to locate the defaulter.

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She sees no more the mocking look,
The scornful nose-tip curl;
She's "In the Swim" and knows her book.
This dainty "girly" girl.
Blooms, Paint and Powder she Forsook.
Of pearls, this perfect pearl,
Safe "BEAUTY WAFERS" daily took
And bloomed a Winsome Girl.
She caught a HEART in Cupid's net,
This litesome lovesome girl,
She wears a golden coronet.
She's MARRIED to an Earl.
Why wilt thou in old ways be set?
Out of the window hurl!
All Balsams and Bleach, they never yet
Did help to WED a girl.
Grunt by an old Bachelor.
"You bet they never did."

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PASADENA, (CAL.) lady writes:—I buy my wafers direct from you, so as to insure the GENUINE. For what DR. CAMPBELL'S ARSENIC COMPLEXION WAFERS have already done for my HEALTH my COMPLEXION and incidentally my general APPEARANCE, I am deeply GRATEFUL and am willing to CONVINCE any one who has not tried them of their MARVELLOUS power. USE MY NAME if it will be of service to you and refer sceptics to me.

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And write me down an ASS."

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And Sorrow in its tones;
"I'm out in search of Flesh," he sighed,
"I've only got the Bones!"

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And render, what they did for Him,
They'll Surely do for you.

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Why END the year in JUNE?
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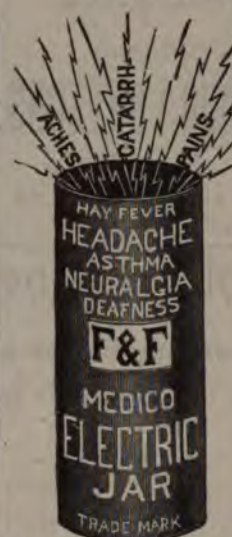
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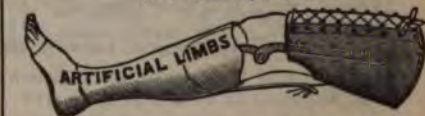


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A monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

[ENTERED AT THE POST OFFICE, CLEVELAND, OHIO, AS SECOND-CLASS MATTER.]

VOL. III.

CLEVELAND, OHIO, APRIL, 1890.

No. 2.

WORKINGS OF A TEXAS STATION.

[Written for THE STATION AGENT by E. L. Barcroft, freight agent of the Cotton Belt Route, Corsicana, Tex.]

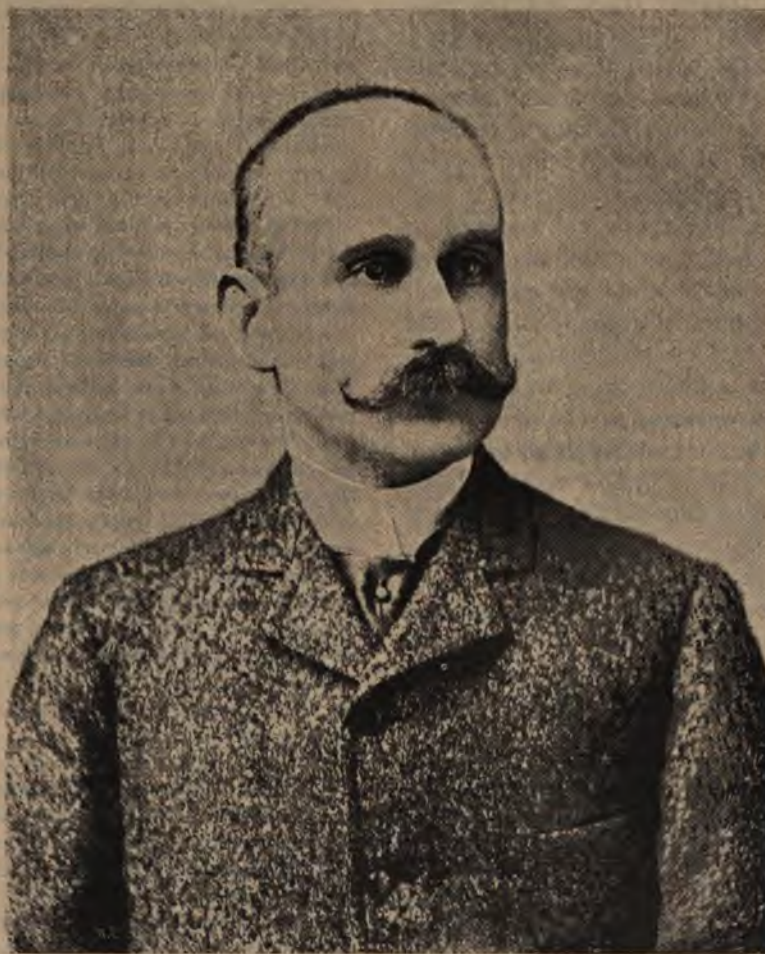
THE request of the editor for a description of the practical workings of my station is willingly complied with, although our work here is not on as large a scale as many other freight stations. I believe that articles such as these are a good thing for the service and would be glad to see one or more in every issue of THE STATION AGENT. Freight agents generally should take an interest in the matter and see to it that our official paper is furnished with these articles, as the benefit to be derived from them is generally admitted. Suggestions and methods are always of value and every progressive railroad man ought to be willing to give the benefit of his experience to those who may not have had the same opportunities for personal observation. One of the best features of THE STATION AGENT so far has been the interchange of views between agents and I feel that more agents ought to co-operate in this work. We all admit its importance, but the majority do not feel inclined to exert themselves to the extent of putting their ideas on paper, so they can be used by the editor and thus placed before the many readers of this magazine.

Our station is not a terminus for trains, except for a branch of forty-two miles. The agent has charge of yard men, and in addition to his duties in the transportation department is also expected to solicit and secure our proportion of the business. All trains arriving within yard limits are by orders under the control of the yardmaster, and he under the agent.

On arrival of trains the conductors turn over all bills for cars in their train with the switch list to the yard clerk who checks the list and turns it over to the yardmaster. The yard clerk enters all cars on his book and keeps record of seals in a book provided for that purpose, taking care to show both initial and number of car and seal.

The Cotton Belt uses a time tracer and memorandum way bill for all cars. This way bill is numbered as other billing, but in a different series. The regular billing showing consignor, consignee, articles, weight, freight and charges, is sent by registered mail to junction stations. These time tracer way bills are turned over

to the revising clerk, who selects the way bill for each car and all through way bills are turned over to the transfer clerk who makes a complete record of the same in a book provided for that purpose. Way bills for the station proper are retained by the revising clerk, who makes a record of them. The check



GEORGE E. DUDLEY,
Freight Agent, Fitchburg Railroad, Troy, N. Y.

clerk either makes a loading slip or takes the way bills for each mixed car and disburses the freight. On bulk cars of city freight we have a siding that is not used for any other purpose, on which all cars are placed unless the merchant has a private track. Cars unloaded by merchants are as carefully checked as those unloaded at the local depot. Yard men are required to weigh all bulk cars before placing them either on city delivery or on a Y between us and connecting line.

On all less than car load shipments going to connecting line we take a joint check and as an invariable rule transfer these shipments from our cars to that of connecting line. After the yard men have weighed all bulk cars for points on connecting line and the clerk has stamped the weight on the way bill or transfer sheet, the agent of the connecting line is notified to send a clerk to check the seals. These bulk cars are then placed on the transfer track and the joint check of the transfer clerks are taken on the seals. In taking a receipt for bulk freight it is done by seals and not by number of packages or of car contents. Should a car arrive at the station without a seal, we check the contents of the car and then take a receipt for the contents. This freight is transferred, if necessary, to obtain check. Freight is not received or delivered without a careful check. We have a chief-clerk who has absolute control while the agent is not at the station and in matters of accounts he is held responsible altogether. All clerks get their instructions from the chief, the agent looking more particularly after the outside working of the station. I have the accounts of the station balanced each day with as much care as any bank. The cashier shows each day the actual cash balance on hand and what it consists of and while this requires some little extra time and work I find that it pays.

On delivery or receipt of bulk cars to or from connecting line we always consult car inspectors before delivering or receipting for the same as to condition of the car. Our plan of handling rates has been given heretofore.

I have made it an invariable rule to open all mail, and all matter pertaining to the station is either submitted for my signature or approval. In this way the business is at all times under my entire control. We retain copies of all letters and messages, which are, of course, filed in alphabetical order. We keep a complete record of all claims and tracers received and each clerk is charged with the claims etc. turned over to him to work. These claims are returned to me and after a careful perusal, if satisfactory, I forward to proper destination.

In receiving local shipments we keep a laborer whose duty it is to place them in station order, after the freight has been received by the local clerk. The

check clerk loads from dray tickets and these tickets are filed daily. Each clerk places his check or O. K. on all answers handled by him, and any tracers or claim on that shipment is referred to him for answer. I make it a rule to compel each and every clerk to feel his responsibility and individuality and will not retain a clerk who does not take a personal pride in the work assigned to him. In other words, I endeavor to make them all equally interested with myself in seeing that the work is done at proper time and correctly.

HIGHER THAN RAILROAD ORDERS.

"No, we don't bounce the tramps who ride on the bumpers of our freight train," said a freight conductor who has a run to the west. "I presume that we carry an average of a dozen each trip, but if they remain between the cars we pretend not to see them."

"But it is against orders," was urged.

"Oh, yes, but there is a higher power than general orders, even for railroad men. Five or six years ago I used to be hard on the railroad tramp. I'd have the train looked over at every stop, and if we caught a chap he got handled pretty lively. Nowadays I throw out a hint to the brakeman to shut both eyes, and, if the tramp don't presume too much on my good nature, no one will disturb him."

"What happened to change your mind?"

"Oh, a little incident of no interest to the public, but a great deal to me. I was married in December three years ago. On the third night I got an order to run out with an extra. There was a cold rain, which froze as it fell, and one of my crew got hurt at our very first stop. This left us short-handed, and as we could not supply his place I had to act for him. We were back in the mountains, running strong to make time, when the engineer whistled brakes for a grade. I climbed out of the caboose with the brakeman, and had set two brakes and was after the third, when a lurch of the cars threw me down, and I fell between two of them. I had just one glimpse of the red-cheeked bride at home, just one swift thought of her in widow's weeds and her heart breaking, when a hand grabbed me. I was going down head first, but the strong clutch turned me over and my feet struck the bumpers. I'd have gone then, only someone put my hands on the ladder, flung his arm around me from behind to hold me there, and said:

"You are all right, old man. Your nerve will come back pretty soon."

"And it was a tramp, eh?"

"It was, and he held me there until the train reached its stop, and then helped me down, for the sudden fright had taken all my strength and nerve away. But for him I should have been ground up under the wheels. This is the reason I keep a soft spot in my heart for the genus tramp, and why, when I sometimes walk the length of every train and find every bumped occupied, I look skyward and pretend not to see as much as an old fur cap."—*N. Y. Sun.*

President John Livingston of the railway shareholders' association has decided to prosecute every railroad granting passes to the families of employees. He has sent the following letter to all railroad chairmen: "Every member of your association failing henceforth to obey the law as written will be forthwith prosecuted, and we think you should notify each of your members to that effect."



Pres. F. C. NICHOLAS, Chicago.
 Vice-Pres. J. H. PICKERING, Kas. City
 Sec. JOHN J. BAULCH, St. Louis.
 Treas. W. McCALLISTER, Cincinnati.

THE STATION AGENT.
 (OFFICIAL ORGAN.)

UNIFORM CLASSIFICATION.

J. W. MIDGELEY, chairman of the committee on uniform classification, whose efforts during the past year have been watched with interest by all railroad men interested in freight traffic, has made a report to the Interstate Commerce Committee at the request of Commissioner Bragg, in which he reviews the progress made by the committee up to the present time. Much of this report is of value to every one engaged in the freight as indeed it should be to all railroad men.

Mr. Midgeley says:

The establishment of thorough lines of transportation which engage to safely carry merchandise to distant sections, made prominent the desirability of uniformity in the manner of classifying articles of commerce. So long as railroad companies confine their operations to their own roads—in other words, transacted a local business purely—the differences maintained in their classification or rating of commodities handled were not specially noticable; but when, as a convenience to the public and an inducement to secure shipments, connecting railroads united in forming continuous through lines, and undertook to receive and forward to remote destinations freight of all descriptions, the differences in classification encountered at intermediate points on the route traversed, proved annoying to the shippers and embarrassing to the carriers. Merchants could not readily understand, nor were railroad agents always able to explain, why an article received, for example, in New York at third class rates, should on arriving at Cincinnati or Chicago, destined to a point south of the Ohio or west of the Mississippi river, be set up to second, or possibly first class. Nor, as time progressed, did parties become accustomed to this order of things. On the contrary, as the traffic interchanged grew with the growth of the country, the irritation at differences commonly regarded by the public as unreasonable, increased until they compelled attention and led to important reforms.

Meanwhile another development in the railroad situation had augmented the differences under consideration. Especially was this the case in the west and in certain of the southern states. The rural communities more particularly feeling alarmed at the unrestrained exercise of corporate power, resolved that the monopolies (so termed) should be subdued and, with that view, laws were enacted in the sections described, under authority of which state officers, duly appointed, were empowered to prescribe the rates and classification that should govern the transportation of freight having origin and destination within a given state. Thus there grew up a number of classifications local to each state and these could

not be set aside except by act of the bodies which established them. The result was that a road which traversed several states would, in the conduct of its traffic, probably be subject to as many different classifications, while in addition its interstate business would be carried under still different rules and classifications. Each state and section was perhaps more or less partial to and jealous of its particular classification so that the work of unifying the varying regulations was attended with difficulties and these, it will be seen, were not solely the creation of the common carriers. This statement is due in extenuation of the delay which it might otherwise be thought has unnecessarily attended the efforts to approximate uniformity in freight classification.

It should then be born in mind that, until the year 1882, there were in effect on nearly every large railroad system, six or eight different classifications of freight. Previous to that year efforts had been made, mainly by certain Illinois and Wisconsin lines, to agree on a classification which they would use on traffic interchanged between the roads they represented. This resulted in what became known as the revised joint classification, which was made effective as far as practicable in Illinois and the northwest.

About the same time representatives of the railroad companies operating in the territory west of Buffalo, Salamanca, Pittsburgh, Wheeling and Parkersburg and east of St. Louis and Chicago and north of the Ohio river, met, and after patient and protracted labors, agreed upon what became effective under the style of the "Middle and Western States Classification." Its use, however, was confined to traffic taken up and set down within the territory just described. On business, for example, originating at St. Louis or Chicago and destined to Baltimore, Philadelphia or New York, another classification was used. This was prescribed by the joint executive committee, which consisted of representatives of roads operating in the territory between the North Atlantic seaboard and the Mississippi river north of Ohio. That classification was restricted in its application to the eastward bound business. On shipments bound westward on the seaboard, another and much similar classification was used. The latter rested on four regular or merchandise classes. For a time the roads operating between Chicago and the Missouri river, at Kansas City and Omaha, in their eastward bound traffic conformed to the classification of the joint executive committee above referred, but on westward bound shipments they applied regulations which were local to the territory west of Chicago and St. Louis and east of the Missouri river.

The increase of shipments from the east, however, and the disposition of distributors in the west to purchase their supplies at seaboard cities impelled the western roads to secure a conference with eastern lines for the declared purpose of agreeing on one classification to govern the transportation of westward bound freight. Such conference was held at Niagara Falls, August 9 and 10, 1882, as this was the first noticeable effort in the direction of unity in freight classification.

The widely different circumstances and methods of the eastern and western roads and the assumed inability of either section to modify its practice rendered impossible any progress in the direction of uniformity. The trunk line divided their traffic into four classes and made no difference except in the case of a very few coarse articles, between car lot and less quantities. The western roads, on the other hand, maintained four merchandise or less than car lot classes and which latter, it was believed, were necessary to the development of the manufacturing interests located throughout the west. Such view they were not alone in entertaining, inas-

much as the lines extending westward from Buffalo, Pittsburg, Wheeling and Parkersburg observed a like principle in the recognition of several car lot classes, which they declared to be necessary to the encouragement of the large manufacturing interests located throughout the territory north of the Ohio and east of the Mississippi river. The tonnage originating in the territory last described destined to points on the western roads was fully twice in amount to that received by the same parties from the eastern trunk lines; hence it was deemed inexpedient to conform to eastern methods at the expense of the larger traffic received from intermediate lines from the middle states. That decision being announced the eastern gentlemen retired from the conference, but the western representatives remained at Niagara Falls until they had formulated what, within a few months thereafter, was adopted by the several roads leading westward from Chicago and St. Louis under the name of the Joint Western Classification.

Rapidly other western roads were induced to adopt the classification last named. Difficulty was, for a time, experienced in introducing into the territory west of the Missouri river. All tariffs to and from Colorado and Utah were then made on the commodity principle—that is to say, rates were shown opposite each article enumerated. The advent of new roads into that territory, however, ultimately led to the adoption of the joint western classification and the resulting advantages becoming apparent the Pacific roads eventually applied for admission to the western classification committee, and the classification, prepared and modified from time to time under that supervision, was made effective throughout the territory west of St. Louis, Chicago and St. Paul to the states and territories beyond, with the exception of freight destined to the Pacific coast.

The next important change was brought about by the enactment of the Interstate Commerce Law. The declaration against unjust discriminations and the requirements of the fourth section necessitated radical departures in the way of classification as it had been applied by the roads westward, and different one eastward, between the same points. The trunk lines and their affiliated roads in particular addressed themselves resolutely to the situation. As already intimated, they had for years had in effect westward a classification providing for four regular classes and a fifth or special class, while eastward they had carried the business subject to thirteen classes. After one month of patient work in New York by a special committee, in the spring of 1887, a draft was submitted of a classification which combined the features of those previously in effect in the western and middle states. The trunk lines waived their former objections to car lots agreed to six regular classes. To make the rates applicable either eastward or westward, and embrace the numerous commodities handled by those lines within six classes, was certainly a great undertaking; but although many were, at the outset, skeptical, the work was patiently and persistently carried to completion. The local as well as through traffic was made to conform to this classification, which, when finally adopted for the territory between the Atlantic seaboard and the Mississippi river, was called, as has since been known as the official classification.

Meanwhile the roads operating westward from Chicago and St. Louis and beyond the Rocky mountains met in convention and adopted one classification to apply alike on through or interstate business carried in either direction over their respective lines.

The merging of classification as above described was necessary to simplify the quotation of through rates in conformity with the Interstate Commerce Law. If two or more

different classifications had been retained between New York and Chicago, or between St. Louis and Denver, through tariffs could not have been issued by classes, because those would not have been alike east and west of the points of junction; nor could it have been possible, with the different classifications, to comply invariably with the requirements of the fourth section. A local classification might have rated an article for a shorter distance on the same line and in the same direction higher than would a through classification, thus making the charge for shorter exceed that for the longer distance. The continued use of different classifications would either have compelled the issuance of a vast number of commodity tariffs or the publication of proportional rates, subject to other rates and classifications beyond.

Mr. Mideley then reviews the work of the committee at its numerous meetings held at various intervals during 1888-89, and the apparently futile efforts to reconcile conflicting interests. At the meeting held in Chicago, December 4 and 5, 1888, a standing committee was chosen, consisting of two members from each of the traffic associations, to take the matter in hand and bring about a unification of the several classifications now in use. This committee has had several meetings and has practically concluded its labors at a recent meeting held at Old Point Comfort, Virginia. All that now remains to be done is to hold a meeting at Denver, April 17, to revise the work, in order that the classification agreed on may be published and put in shape to be submitted, together with the report of the committee, to the various railroad associations and organizations for ratification.

It is certain that the committee's work will be approved by all associations, as its rejection would result in the Interstate Commission undertaking the task of establishing a uniform classification, in which event the railroads would not have as effective classification as the one the committee has agreed on.

The classification decided on at Old Point Comfort puts all articles of freight in eleven numbered classes, five of which cover all quantities less than car-loads. The present official classification used by the trunk lines and Central Traffic Association roads contains only six regular classes, but a number of commodity rates are made which are not classified. The Western classification now in use throughout the west and northwest contains five numbered classes, less than car-load freight, and five lettered classes, mostly car-load freight, or ten classes in all.

The proposed universal classification, the committee claims, although containing five classes more than the eastern official classification and one more than the western classification, will be much more simple and convenient both for roads and shippers, inasmuch as the existing number of commodity rates will be done away with. The object in making so many classes is to do away with all commodity or special rates and have all freight regularly placed in one of the eleven classes.

MANAGEMENT OF RUSSIAN FREIGHT TRAFFIC.

RAILROAD methods in Russia are peculiar to say the least. Those persons who are constantly growling about the mismanagement of roads in this country are invited to cast their eye over this verbal picture of the situation in the land of the Czar. The clipping is from the *New York Tribune* and is vouched for by the St. Petersburg correspondent of that paper:

An extraordinary petition has recently been presented to the Minister of Communications by the directors of the Baskuntchak Railway Company, praying that measures be adopted by the government to prohibit the conveyance of salt by peasants on floats drawn by oxen, "as this kills the goods traffic of the line." In commenting on the above the *Grashdanin* states that the competition between the railways and oxen is extremely keen, especially in the south of Russia and that the oxen are actually driving the railroads out of the grain transport business. Huge quantities of the corn shipped from Odessa arrived at that port from the interior, not by rail, but by old-fashioned wagons drawn by bullocks. In this way millions of bushels are annually withdrawn from the railroad. The farmers allege that they are forced to act thus by reason of the utter unreliability of the railroad service, and by the damage, loss and delays to which their shipments are exposed at the hands of the railway companies. The latter defend themselves by pleading lack of rolling stock. But the fact is that, however large the number of goods wagons might be, the mismanagement is so colossal that half the rolling stock might be mislaid and not discovered for a generation or two. This is no flight of fancy, but is a statement founded on fact. Some time ago 700 railroad cars, both for passengers or freight, were casually discovered in one of the distant suburbs of the city after they had been entirely forgotten for more than ten years. They were standing in an immense field, which was surrounded by a high wooden wall, but without any overhead shelter, and therefore exposed to the action of the rain, hail and snow. They had been built some twelve years ago by the firm of Gobuleff & Co. for the Rybinski-Bologoffsky railway, and had been stored there pending some dispute relative to the contract, and had been entirely forgotten by the railroad company. The wooden parts of the cars had rotted, and the moss and grass of ten years growing on the roof gave them the picturesque appearance of a portion of a ruined abbey.

THE UNIFORM BILL OF LADING.

THE uniform bill of lading recommended by the special committee of the Trunk Line and the Central Traffic association, is simply a revised form of the various bills of lading used in the territory mentioned, with the contract of the shipper strengthened. This is the preface to the eleven conditions:

It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are here by agreed to by the shipper, and by him accepted as just and reasonable.

After the bill of lading had been adopted by the committee, it was admitted during the meeting "that the interstate commerce law obliged every carrier to take property offered it for

transportation and transport it without demanding the acceptance of any conditions whatever upon the part of the shipper," and it was suggested that in order to avoid any difficulty, when shippers demand unconditional transportation, the official classification should provide for a higher rate than when the usual form of bill of lading and conditions is accepted by shippers. The result was that this resolution was adopted providing for two sets of rates.

It is the sense of the uniform bill of lading committee that the conditions of the proposed uniform bill of lading can be most surely binding on shippers if they are offered two sets of rates and voluntarily choose the lower rate, which is named in consideration of the uniform form of lading; and this committee recommends that all tariffs issued should make specific reference to the official classification and the terms of the uniform bill of lading, and the freight committees are recommended to agree upon the higher rates to be charged parties who will not accept these conditions, and that such rules should be inserted in the official classification.

The uniform bill of lading has to be passed upon by the joint executive committee of the two associations and by the lake lines, and it is expected to go into force on April 7. To make it work more successfully the special committee recommended that railroad companies require that shipping receipts and dray tickets should have printed on them the same conditions as those on the uniform bill of lading.

A DECISION IN THE TOZER CASE.

Readers of THE STATION AGENT will remember the case of George Tozer, the agent of the Missouri Pacific at Hannibal, Missouri, who was indicted about a year ago under Section 2 of the Interstate Commerce act for unjust discrimination in charging a grocer at that place for the carriage of a lot of sugar to Helper, Kan., more than he charged the C., B. & Q., railroad for a similar service. It appeared that the defendant's road received from C., B. & Q., under an alleged traffic arrangement, two barrels of sugar shipped by the latter company from Chicago, and carried to Hepler, Kansas, for 34 cents per 100 lbs., that being its proportion of rate of 51 cents per 100 lbs. from Chicago to Hepler. About the same time it charged the local shipper at Hannibal 46 cents per 100 lbs. for carrying a barrel of sugar from there to Helper. The jury returned a verdict of guilty. On appeal, the U. S. Circuit Court has affirmed the judgment, holding that congress did not intend to leave carriers the power to grant undue preferences, or to subject persons or places to undue disadvantages, by any devices, or by any adjustment of joint through rates with relation to local rates. When two carriers establish a joint through rate, the proportion thereof that one carrier receives for carriage of property between two points on its line may be compared with its local rates between the same points, for the purpose of establishing that an unreasonable preference has been given, or that a shipper has been subjected to an undue disadvantage.

DEVELOPMENT OF FREIGHT ACCOUNTS.

[From "Hand Book of Freight Accounts," by Marshall M. Kirkman.]

THE practice of formulating rules for the handling of freight and other accounts is of comparatively recent growth. I remember very well the first rule I ever wrote in connection with freight accounts. It was in reference to the unauthorized use of special rates. This rule, after considerable reflection, I concluded to have printed on the way-bill so that it could not be overlooked. This, was, so far as I know, the first rule ever printed on a railroad blank. The practice has, however, become quite common, so that the bulk of the forms now in use explain more or less fully how they are to be used. The practice is an excellent one and cannot be too highly commended. It affords every one an opportunity to inform himself quickly and accurately. At best, however, such directions are meagre and cover only more important facts.

Many of the forms used in connection with freight accounts are the same as those introduced in the early history of railroads. Other matters have so pressed upon those in charge that they have not in every case been able to give the subject the thought it deserves. Attention is, however, being called more and more to the matter. Accounting officers have, for instance, lately discovered that many things they for a long time thought unattainable. The greatest single advance that has been made in accounting, in accelerating work, lessening clerical labor and reducing cost, was the introduction of the copying press. Formerly everything that required copying had to be re-written. At one time it was the universal practice for agents who forwarded freight to laboriously re-transcribe the particulars of each way-bill in a record book. They were also required in many cases to make one or more copies for use at headquarters and elsewhere. Now they take an impression of the bill in a tissue book for preservation as a record and at the same time make as many additional copies as are required for use at headquarters and elsewhere. It was at one time the custom for an agent to enter the particulars of each way-bill forwarded from or received at his station in what was termed an abstract book. Afterwards a copy was made for the freight auditor for use in auditing the accounts. Now all these particulars are entered directly on abstract sheets and by a simple device two or more copies are made at the same time. The copying press has been utilized to its fullest extent in railway accounting. Its uses, however, are unfortunately very much restricted. There are, for instance, many blanks and books that form the keystone of the whole structure that cannot be copied in the impression book. Moreover, the copying

press, while it lessens work, is not available in enforcing many safeguards that are essential in railway accounting. Not only this, but many things that should be copied in the impression book are forgotten or omitted, without any one being able to discover the omission without much labor and expense. Some device that supplied these omissions has consequently been necessary.

Each act in corporate accounting involves collateral acts, one, two, three, four, sometimes more. Thus a duplicate of every way-bill must be kept; a record retained of every receipt given; a return made for every separate transaction recorded on the station records, and so on. Many of these it has been necessary heretofore to write out at length with pen and ink, each independently of the other. The cost of this has been very great.

Railway accounting has long required some supplement to the copying press, some means of obviating the necessity of writing separately the collateral records that every transaction involves. Some means of so connecting different acts that a performance of one would consummate all. Something that would inseparably bind different acts together that when one thing was done everything incident to it would also be done *and could not be neglected*. For instance, something that would compel a person who gave a receipt for money to make permanent and accurate record of the transaction at the time. All these things the writer believes he has measurably attained.

Heretofore railroad companies have made no attempt to restrict the use of blank receipts in the hands of those who collect money. They have not known how many such blanks were outstanding, nor have they been able to trace their use (at the time) except as those who used them were inclined voluntarily to render an account thereof. Effective accounting has required that the blank receipts in the hands of those who collect money should be numbered the same as blank checks bound in book form and awaiting use in due turn—some method by which a blank could not be used without leaving a record of the transaction. This the writer believes is secured by his method of accounting. Another matter—railroads have heretofore felt the need of some device by which those who collect money for transportation charges should be forced to give an itemized statement of the amount collected, so that any one into whose hands the statement passed might determine whether the amount was correct or not. Heretofore receipts given consignees have not generally classified the freight and stated the amount for each class separately, carefully itemizing every form of charge. There is no reason for this omission, as the information is all given on the way-bill. The

neglect is fraught with the gravest consequences. The information is necessary both for the protection of the company, the agent and the consignee. Every person who pays money should be given an itemized statement of the amount, so that if he is overcharged he may discover the act. As soon might a merchant neglect or refuse to render an itemized statement of an account against a customer as a railroad refuse or neglect to afford its patrons a detailed statement of the account against them. If a merchant were to render a bill for a gross sum the bill would be sent back with a request that the details be furnished. Indeed, so well is this known that he would not think of rendering such an account. It is even more necessary that railroads should render an itemized statement of their charges. They should not only furnish a receipt for all sums paid them, but in order to protect the payor they should particularize every item that goes to make up the gross amount.

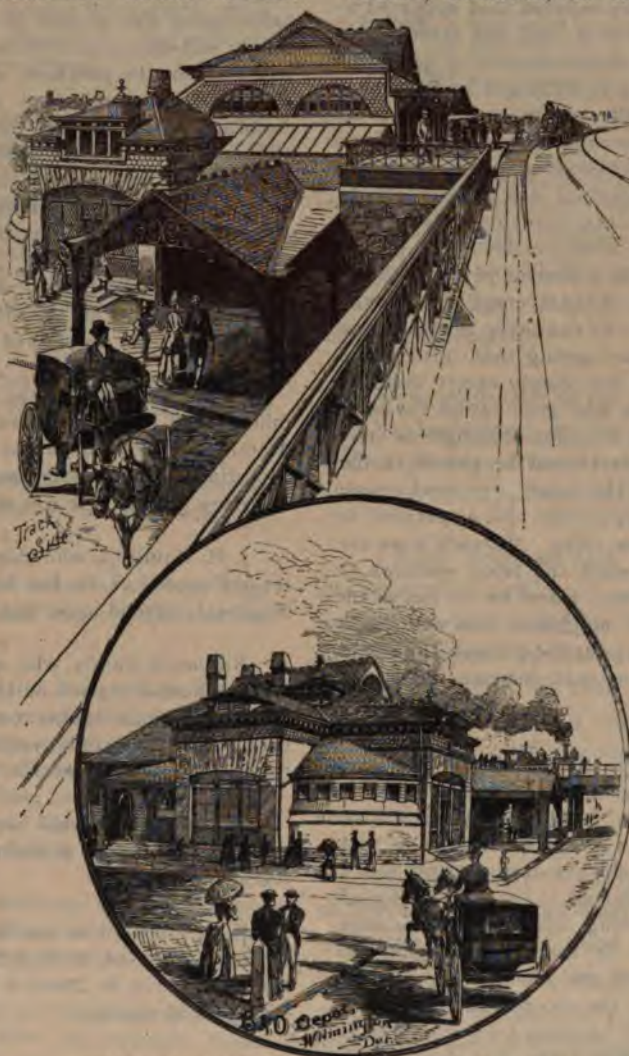
The way-bill is the connecting link between the point where the goods are shipped and the point where delivered. It is an itemized statement of each consignment and of the contents of each car. Sometimes one bill will cover a car-load; in other cases there will be several bills. It is generally esteemed important that a way-bill should not cover more than one car-load. Cars may become separated *en route*, in which case it is more convenient to have a bill for each car; moreover, accounts are facilitated thereby. The local charges on a way-bill show, in the column assigned them, what the carrier has earned for his service. There are, in addition, other columns for the extraneous charges that grow out of a transaction. It is upon the basis of the amounts inserted in the various columns that the accounting officer charges and credits agents as the case requires. Thus, for charges advanced, he gives the forwarding agent credit as having paid the money, while he charges the agent at the point of delivery as having collected it. For

local charges he debits the collecting agent and credits earnings. The way-bill forms the initial blank in the system of freight accounts and the book-keeping incident thereto. It is made at the point where the freight is received for shipment, and accompanies the goods to the point where delivered. It is at once an order upon the conductor to carry the property and an evidence that the transaction is duly recorded. It covers every circumstance attending each shipment, so far as known to the forwarding agent. It frequently occurs, however, in the conduct of business, that

charges accrue *en route*, of which the person who makes the way-bill has no knowledge, such as charges for feeding or caring for live stock, and so on. Transactions of this kind, when they involve an outlay not contemplated in the original transaction, require special action. At one time it was the general custom to note charges that accrued *en route* in the body of the original way-bill. But this system was objectionable, as the charges thus noted were frequently overlooked. Moreover, there was no authoritative record of them outside the document itself. For this and other reasons many accounting officers require a way-bill to be made for special charges that arise between the shipping and delivering points. Thus if, in shipping a car-load of cattle from Chicago to Philadelphia, they were unloaded and watered at Pittsburgh, the agent at Pittsburgh

would make a special way-bill to cover the amount paid the owners of the stockyard at that point.

The luxuries of travel which the Pennsylvania limited train now offers would seem to leave little to be desired by the public. Telegraphic news bulletins are posted in the train, stenographers and typewriters are furnished, a ladies' waiting maid is assigned to each train and an observation car is attached that forms a delightful sitting room for ladies. The latter half of the observation car has broad plate glass windows and the platform at the rear makes a pleasant open air observatory in fair weather.



WILMINGTON STATION, B. & O. Railway.

OUR NEW ENGLAND LETTER.

[From our regular correspondent.]

THE eight hour labor question is one which is largely occupying the minds of railroad men just at present and certain delegations of employes have appeared before the railroad commissioners to present their grievances as men who are overworked. Some of the cases presented have really seemed to need the modifying influence of a just law, but it seems to the writer that many of those who complained of long days, did so with but little reason. In the newspaper accounts of the hearings I fail to notice that a single station agent of any railroad had appeared to testify as to unjust hours of service, and yet there is no branch of the service where the actual amount of hours intervening from the time the depot is unlocked in the morning to the hour of closing, after the last train at night, is so great, but the class of men who are filling the positions of station agents are a reasonable class, and realize that the requirements of a railroad corporation are not necessarily unjust, but peculiar to that particular branch of labor. The mechanic works steadily in one direction for eight or ten consecutive hours and his claim for a shorter period of labor is often a fair one, but the work of the average trainman or station agent is so disconnected in its character, that the same rules do not apply. Mind, I am not saying that this class of men are not often overworked; but simply assert that the man who claims that the trainman who goes out on the early morning train and gets home late at night, although he may rest half of the intervening hours, should be placed in the same category as the carpenter or the mason who works from 7 a. m. to 6 p. m., the man who argues the case as parallel, is building his argument on narrow lines. Meanwhile we are all looking forward to the time when the labor question is happily adjusted to suit every one; when we all can sit on the fence, chew gum, and tell our neighbors how we used to work in the "old times." However, for the present, the alarm will go off at the usual hour and we shall rub out sleepy eyes open at "early cock-crow."

The regular meeting of the New England Railroad Agents' Association was held at the United States hotel, Boston, Saturday evening, March 15, but the weather was so strongly conducive to cosy corners by one's own fireside, that the attendance was very small, and yet the meeting was a most pleasant one, and in sharp contrast to the meteorological conditions outside. Both presiding officers being absent the meeting was called to order by Secretary Morgan, and Mr. G. F. Amadon, was nominated and chosen as president pro-tem. Beyond the reading of the records, and some correspondence there was no formal business transacted and at 8:30 an adjournment to the dining-room was declared in order. The reputation of the United States hotel in providing an appetizing bill of fare is well established and the supper on this occasion was fully up to the high standard, and the jolly coterie of agents present went through the various courses, from "soup" to "coffee," and no complaint was made as to "working overtime." At the close of the supper the board was cleared and speaking and story telling was in order and a most agreeable hour was passed. Among other topics discussed was how best to interest our New England agents in the association, and to induce more of them to attend the monthly meetings. Various plans were discussed, and as an outcome I predict that the next meeting will be one of the most interested ever held. It will occur on the Nineteenth of April, a red-letter day in American annals and unless all

signs fail, it will be a bright mark in the history of the New England Railway Agents Association.

NEW ENGLAND NOTES.

The second year of THE STATION AGENT begins in an auspicious way in New England.

March has been a month of storms. It came in with a lamb's skin, but underneath was a raging Bengal tiger.

The question of obtaining better depot facilities in Providence, Rhode Island, is one which has often been exaggerated, the need for enlarged and improved accommodations being urged. Several schemes have been proposed, one of the latest being the project of organizing the Union Depot Co., which will ask permission to issue three million dollars worth of bonds for the purchase of land and materials for the construction and equipment of the passenger station and for building all approaches thereto. The plan further provides that a single railroad shall not hold over one-fifth of the capital stock and that the city of Providence is to be allowed an opportunity to subscribe for stock or to exchange land desired for the construction of the depot for capital stock.

John S. Story, freight and customs agent of the Central Vermont railroad at St. Albans, Vermont, resigned his position March 1, on account of poor health.

James Wells one of the oldest ticket agents in New England died at his residence in Springfield, Mass., very suddenly March 5. He had been the ticket agent at the union depot in Springfield for thirty years and was very popular with the traveling public. He was about seventy years of age.

J. H. Hamilton who ably filled the position of yard master at Concord, N. H., has been promoted by the Concord & Montreal railroad to be their car agent.

Nathan S. Tandy, who resigned his position as agent at Hoosac Tunnel station on the Fitchburg railroad, was one of the most popular agents on the line and had held his position for nearly twenty years. Mr. Tandy is now engaged in the merchantile business at Mill village, Goshen, N. H.

Walter H. Drury has been appointed agent at East Pepperell on the Boston & Maine system, vice Luther H. Bateman, resigned.

E. P. Vining, who was formally a well known and popular official of the New York & New England railroad, is now connected with the St. Louis & San Francisco railway, as assistant general manager.

The Central Vermont railroad has erected a new ice house at St. Albans, Vt., 100 feet long, 28 feet wide and 21 feet high.

Geo. A. Butler has been appointed New England travelling agent of the Great Northern company. Mr. Butler was formally in the passenger department of the Fitchburg railroad.

The station at Wellington, Mass., on the Lowell system of the Boston & Maine railroad was broken into on the eleventh inst., and a few small articles stolen.

W. E. Lord, for ten years the agent of the Fitchburg railroad at Westminster, Mass., was obliged to resign his duties temporarily March 17, on account of ill health.

Burglars entered the station of Merrimac on the Boston & Maine railroad, February 27, drilling the safe, but failing to get at its contents. A dollar in change from the money drawer was the extent of their booty.

A pleasant event occurred at Auburndale, Mass., March 12, when Fred V. Smith the Boston & Albany baggage master at Newton, was married to Miss Eliza J. Allen of Auburndale

E. A. Carter, agent Fitchburg at Hubbardston, Mass., resigned his position, March 10, and W. L. Barber of Pownal, Vt., was placed in charge.

The Old Colony station at South Weymouth, Mass was burglarized on the night of March 11. The safe was blown open and about thirty dollars secured.

The building of railroads in Maine is extended every year, and the haunts of the deer in the old pine tree state will soon echo to the whistle of the modern locomotive. One of the latest proposals is to extend the Georges Valley railroad from Warren to South Union, passing through the following towns Appleton, Hope, Liberty, Searsmont, Union, Washington North Waldoboro, North and West Warren and South Montville, the various towns representing a population of eleven thousand.

The Cypress street station on the Boston & Albany railroad was slightly damaged by fire on the afternoon of March, 10.

The depot at Lincoln, Mass., Fitchburg road was broken into on the night of March 4, and thieves received the princely sum of 27 cents.

B. H. Bacon the efficient vice-president of the New England Railroad Agents Association has been on the sick list the past few weeks.

It is a wonder that railroad station burglars do not get discouraged in this section, for the result of their labors in nearly every case lately has been very small; for instance on the night of March 5, the Boston & Maine railroad stations at Beach Bluff and Phillips Beach were both entered and the job netted them less than 75 cents. They could get better pay acting as "scare-crows in some farmer's corn field.

Very little is heard about the demmage question of late a fact that argues well for the success of the schedule of charges adopted by leading New England roads.

Items of news from any station in New England will be acceptable and can be mailed to box 526 Concord, Mass. Subscription renewals can also be made to same address.

G. A. R.

The Buffalo railroad clerks' association has been organized by a number of the clerks of the several roads entering the city of Buffalo, N. Y., its objects being "the moral and social benefit of its members, by assisting the unemployed in finding employment; by encouraging and maintaining a high standard of clerical ability, and by the discussion and consideration of questions relating to railroad business, and secure for the associates higher positions of trust and confidence." The officers are: President, James Walsh, Western New York & Pennsylvania; vice-president, H. H. Lanctot, Erie; secretary, A. B. Wallace, Michigan Central; treasurer, W. J. Sloan, New York Central.

OFFICIAL DEPARTMENT.
International Association of
TICKET AGENTS

PRESIDENT, WILLIAM BOWER, Cincinnati, Ohio.
FIRST VICE PRESIDENT, J. L. WHITE, Boston, Mass.
SEC'D VICE PRES., C. S. BEERBOWER, Jacksonville, Fla.
THIRD VICE PRESIDENT, HENRY LIHOU, St. Louis, Mo.
SECRETARY, M. G. CARREL, Cleveland, Ohio.
TREASURER, T. W. VENEMANN, Evansville, Ind.
All Communications intended for this Department
should be addressed to M. G. CARREL, Secretary,
81 Beech St., Cleveland, O.

Members Not Receiving the Official Organ by the 15th of the Month Will Confer a Favor by Notifying the Secretary Immediately.

In this paper will be found the charter membership list. I would like every member to read it carefully and advise me of any errors therein, that it may be corrected.

* * *

New applications (according to our constitution) will be bulletined in the official organ, and if at the end of 30 days, there are no objections filed with the secretary the applicant will be enrolled as a member.

* * *

I hope both old and new members will take out an insurance policy; a goodly number of the new applicants are doing so, but the insurance feature needs numbers to make it a success, and if every member will add his mite to this end it will succeed. Look over the plan if you can suggest anything to make it better and stronger, send your views to me, or come to Cleveland, May 13, and give the executive committee your ideas.

* * *

I have mailed to every member a small supply of application blanks which I hope will be filled out with the names of good men and returned to me. Don't let any of the blanks be wasted. Our charter membership list numbers 356 and the new names of applicants herein bulletined.

* * *

I wish to call the attention of members to the necessity of their watching every month the names of applicants. It is impossible for me to know all these men, and you can help me and the association in getting none but good men. Of course ticket agents are all "good men," but I have had application from men who were not ticket agents, and I don't want any more.

* * *

SECRETARY'S BALANCE SHEET TO MARCH 10, 1890.
Received from 350 members initiation and dues.....\$1400.00
Received from 60 members policy amount..... 60.00

Received from 60 members assessment amount.....	86.15
Total.....	\$1546.15
Paid by secretary's orders in hands of treasurer.....	\$ 627.26
Cash deposited; bank receipts of treasurer.....	918.89
Total.....	\$1546.15
CASH ACCOUNT.	
Cash paid by secretary.....	\$ 627.26
Orders drawn on treasurer.....	632.71
Cash on hand.....	286.18
Total.....	\$1546.15
The items are as follows:—	
Paid THE STATION AGENT 350 subscribers.....	\$ 525.00
Paid secretary's salary and expenses.....	350.00
Books, blanks, stationery, postage, &c.....	384.97
Cash on hand.....	286.18
Total.....	\$1246.16

I have made a division of the expenses under different heads as follows:—

THE STATION AGENT, as above.....	\$ 525.00
Secretary, as above.....	350.00
Postage.....	82.45
Incidentals (itemized in bills,).....	81.52
Fixtures.....	9.85
Stationery.....	14.70
Blanks.....	75.50
Circulars.....	40.65
Constitution and by-laws.....	62.50
Books.....	17.80

Total expenditures.....	\$1259.97
Cash on hand, assesment fund.....	\$ 86.15
Cash on hand, general fund.....	200.03
Total cash.....	\$286.18

I find the amount which can be charged direct to expense of the arrangements for Jacksonville meeting is \$124.17.

New applications are coming in slowly. I have mailed every member a few application blanks, and hope for large returns. I wish to call attention to the fact that applicants for membership between now and August need remit but one half year's dues, should they, however, remit the full amount it will be credited them and deducted from next years' payment of same. The official year ends in August each year, and to enable us to know who are members to begin the year and stay with us through it, and who are entitled to a vote, we must have a fixed time for such payments to be due.

A meeting of the executive committee has been called, to meet at the Forest City house, Cleveland, Ohio, May 13, 1890. Any member will be welcome see notice, and objects of call elsewhere in this issue.

Through some unexplainable manner the copy of the draft of resolutions on the death of J. B. Ludlum of St. Louis, which were prepared and presented

at Jacksonville, have been lost. They should have appeared in March issue of THE STATION AGENT.

I have been apprised of the death of our esteemed brother J. A. Miller of LaFayette, Ind. As he was with us on our southern trip in good health, I was shocked to hear of his sudden death, which I understand took place at Indianapolis, while there on business. I have written Mrs. Miller, expressing our sympathy with her in her great bereavement and have also written to friends for particulars, which will be given you as soon as I can obtain them.

Mr. Johns, of Johns & Co., (who made our letter head) has kindly volunteered to make the association some blank forms for resolutions, which can be framed. These will be ready for the time of the May meeting of the committee, and then can be signed by them. I think some of our southern brethren will hear from us then.

THE STATION AGENT was "away late" this month (March,) and I had many inquiries. I am glad to know you take this interest in the matter, as this is the only way we can regulate the mailing, and proper addressing of paper. Let the good work go on. Something was wrong this month, as many failed to get paper at all, or not until it had been remailed. If you know of any member who does not get his paper and is too diffident to say so to us, tell him to write immediately. [See our statement in editorial column. ED.]

I wish to say a "personal word," relative to my salary. I have made use of a goodly amount thereof to buy necessary fixtures to assist me in my work. All that I had paid out for assistance was included in the amount drawn; and if any of you will come and see me you will find a "ship-shape" office. You will readily see by the statement about that stationery, fixtures and books were small items, as I had invested very sparingly. Then many expenses which I could not include were paid and I thought the best plan would be for me to take this fund out and spend it where it would do good and not confuse accounts.

M. G. CARRER, Secretary.

An old freight-tariff sheet of the Chicago & Alton railroad, dated April 20, 1863, has been unearthed by an officer of that company, and the difference in rates between East St. Louis and New York then and at the present time shows a decrease of from 75 to 87½ per cent. since the former date. Freight on flour, per barrel, was then \$1.90, and now 59c; pig lead, then 95c, and now 29c; cotton, then, \$2.50, and now 30c; dressed beef, then, \$2.50, and now 55c, and so on. We commend these figures to the Iowa and Minnesota grangers, as suggestive of the good sometimes done by railroad competition.—*Chicago Journal of Commerce.*

LIST OF NEW APPLICANTS.

Any members objecting to any applicant will state his objection in writing to the secretary, these objections to be submitted to the executive committee for decision.

R. F. Kelley, assistant ticket agent, O. & M. railway, St. Louis, Mo., insurance; C. L. Grice, city ticket agent, Burlington Route, St. Louis, Mo., membership; A. J. Lytle, G. W. P. A. O. & M., railway, St. Louis, Mo., membership; B. D. Caldwell, A. G. P. A., Mo. Pac. railway, St. Louis, Mo., membership; O. A. Annan, ticket agent, B. & O. railway, Clarksburg, W. Va., insurance; C. H. Towles, assistant ticket agent, B. & O. railway, Clarksburg, W. Va., insurance; J. P. A. Price, ticket agent, P. R. R., and P. W. & B. railway, 49th St. Station, Philadelphia, Pa., insurance; A. Scheer, assistant agent, O. & M. railway, Jeffersonville, Ind., membership; George L. Harris, ticket agent, St. P. M. & M. railway, Warren, Minn., membership; Theodore Miessler, Jr., assistant ticket agent, Ill. Central railroad, 22nd St. Station, Chicago, Ill., insurance; C. M. Frost, ticket agent, A. G. S. railway, Attalla, Ala., membership; Jno. S. Frazier, ticket agent, S. O. & G. railway, Ocala, Fla., insurance; Grant Fosnocht, ticket agent, W. & N. railroad, Birdsboro, Pa.; O. K. Wagenhurst, ticket agent, P. & R. railroad, Birdsboro, Pa.; J. S. Ruth, assistant ticket agent, Penn. railroad, Birdsboro, Pa.; F. T. Howser, ticket agent, B. & O. railroad, Washington, D. C.; J. N. Craig, ticket agent, J. T. & K. W. railway, Hawthorne, Fla.; J. A. Walker, agent Nor. Pac. railway, Brainard, Minn.; W. W. Smith, ticket agent, C. R. I. & P. railway, Casey, Ia.

M. G. CARREL.

THE CALL FOR A SPECIAL MEETING.

The following is a copy of the call for a meeting of the executive committee:

DEAR SIR:—

It is quite necessary, that a meeting of the executive committee and officers of this association be called to consider: 1. The motion made at the February meeting empowering them to "revise the constitution and by-laws for proper presentation at the August meeting." 2. To consult and advise relative to the arrangements for the August meeting at Denver, Colorado. 3. Upon the matter of expenses for the president as provided in Art. IV. 4. Upon the matter of salary for the office of treasurer as provided in Art. IX. 5. Upon a proposition made by Clark-Britton Co. publishers of THE STATION AGENT. 6. Upon certain infringements of the rules of the association by members and advising as to necessary action to be taken thereon.

I would therefore name "the Forest City house, Cleveland, Ohio as the place and Tuesday the Thirteenth of May as the date for such meeting and respectfully request a full attendance of all officers and should be pleased to see any member who can make it convenient to be with us, or who have any matter to present under the above heads.

Yours fraternally,

Approved, M. G. CARREL, Secretary.
WILLIAM BROWN, President,

INVENTION OF THE EDMONSON TICKET.

THE December number of THE STATION AGENT contained an article on the growth of the modern ticket system, in which mention was made of the introduction of the Edmonson ticket into this country. We have received from John B. Edmonson, a son of the inventor, and residing in Manchester, England, a full account of the origin of this ticket and the method of printing. Thomas Edmonson was forty-four years old before he entered the railway service, or rather he had reached that age before the railway service was fairly inaugurated.

The Newcastle and Carlisle Railway, now a portion of the North East system, opened for passenger traffic, and a station-master being required for the small road-side station at Milton, since called Brampton, Edmonson applied, amongst a number of competitors, for the post, and fortunately obtained it; the directors remarking in making the selection that they thought "Mr. Edmonson would prove a credit to them." Thus, then, about 1836, when in his 44th year, he made his first acquaintance with the railway world at the solitary little station of Milton, situated about 14 miles from Carlisle—a point at which the traffic was so small the duties of station-master and booking-clerk were performed by the same person.

In the first days of railway travelling it was natural that the kind of tickets which had served for coach passengers should still be used as vouchers that a traveller had paid his fare. But as travellers increased in number these scraps of paper proved inconvenient in many ways, and Mr. Edmonson at once felt that a change was needed in them. Another want, and one of still more importance, soon came apparent to him. He found that little or no systematic check was imposed upon the station clerks, it being left to their integrity to account correctly for moneys paid to them. His ingenuity was therefore soon at work, endeavoring to organize a system which should be a complete check in the first instance upon himself—a task congenial to his constructive head and honest heart. He still retained his bench and tools as old friends, and his perfect familiarity with the use of them, combined with ample leisure between the train services of that day at Milton, enabled him to produce the various little pieces of apparatus which he required to carry out his plans. He first constructed a small wooden block, or hand stamp in which he inserted the necessary type, says "Milton to Carlisle," with the class, fare, etc., which he wanted printed; also a small rack, divided into equal spaces, in which the stamp was fitted to slide. Having previously placed under the rack a strip of stiff paper or cardboard, he supplied the stamp with ink by means of an ordinary pad, and inserting it in the first division of the rack,

he brought it by the tap of a mallet down on to the cardboard, and thus obtained the needful impression. By a repetition of this process in the various divisions of the rack he completed the strip, producing in fact a series of tickets printed "Milton to Carlisle," etc. These he progressively numbered with pen and ink, separated with a pair of scissors, and laid aside for use. When a sufficient number were prepared of one kind he re-set the stamp, substituting the name of some other station for Carlisle, and altering the fares, etc., in accordance with the change. He then repeated this slow tedious process until he was provided with a supply of tickets from his own station to all others on the line. His next study was to make a case in which the various descriptions of tickets could be safely kept, and at the same time be handy for issue to passengers when they presented themselves at the counter. As the tickets were progressively numbered they must, of course, be progressively issued, for upon this principle depended the check which he proposed to institute.

With the idea of having the ticket to be next issued always in view, his first attempts were directed to its being removed from the top. For this end he prepared a series of tubes with loose bottoms, having tapes fastened to them which passed over small pulleys at the top of each tube, the ends of the tapes having leaden weights attached, in order, that, as a ticket was extracted at the top, the next would be lifted to take its place. But the advantage of seeing the ticket was more than counterbalanced by all this cumbersome machinery, and he soon decided to abandon his tapes, weights, and pulleys, and, allowing the tickets to drop by their own gravity, he removed them as required from below. The new tubes were therefore so constructed that, while affording every facility for being filled and replenished, they only allow one ticket at a time to be withdrawn at the bottom. This being the most simple plan possible, has not been departed from or improved upon since, and has continued to be the principle upon which the ticket-issuing cases at the various stations have been constructed to the present day. A number of these tubes are ranged side by side in one case, and across them, for the convenience of the booking-clerk, as the face of the ticket is invisible, runs a wooden strip or label, on the upper part of which space is left for inserting the name of the station, class, and fare of the tickets in each tube. The lower portion of the label form the frame of a strip of slate, the use of which will be hereafter mentioned. A suitable receptacle having now been provided, only one other contrivance was necessary before making the trial he contemplated, and this was some expeditious method of putting a date upon the ticket when it was issued to the passenger. Probably it was accomplished in

the first instance by hand, but the plan was liable to error and a cause of delay. Something was therefore, to be thought of which, by a quick and instantaneous motion, would stamp the date at once. When the mind is absorbed day by day in seeking after that which for a moment seems to elude its grasp, it is in a condition to seize an idea from trifles which would otherwise pass unnoticed. In this frame of mind his pocket-comb was the trivial instrument that suddenly suggested to Mr. Edmonson a way for accomplishing his object. It was an old-fashioned pocket-comb, working on a hinge, and the two edges, the end of the comb and the end of the handle, when pushed together suggested a motion and convenience of nip or pressure which he thought might be utilised for his purpose, and that if type, and the means of supplying it with ink, could be introduced into the mouth or angle formed by the two edges before mentioned, it would, on receiving a sharp push after the ticket was inserted, close, and bring the type against the cardboard. This idea, after been duly matured, was practically developed in his little workshop, and resulted in a small wooden machine which so completely answered the purpose intended, that he never had occasion to alter the principle of construction, and though the dating presses were afterwards made of iron, this principle, combining efficiency with expedition, has not been improved upon. The problem of supplying the type with ink he solved by passing a ribbon saturated with it between the type and card. In the first place the length of inked ribbon is wound on a roller below the type, whence it passes over the face of the type on to another roller above. By the act of dating a ticket a certain length is drawn from the supply roller, and at each stroke a fresh surface of inked ribbon is thus presented for the next impression.

All being now ready he commenced to give his system a trial, and to issue to each passenger a cardboard ticket, which, though smaller than the present one, represented the station to which the traveller was going, the class in which he wished to be conveyed, and the progressive number of the ticket, the date, of course, being added at the time of issue. After the departure of the last train at night he proceeded to examine the tubes of his ticket-case. A matter of importance should here be referred to. He had commenced the progressive numbering of his tickets at O, and that being the first issued of each description of ticket it followed that the figures on the card lowest in the tube at any time presented the actual quantity sold. Had he commenced then at 1 an additional process of subtraction would have been necessary at each tube, leading to inadvertance and error, but by commencing at O he had only to copy the lowest number in the tube which was done on the strip of

slate before alluded to as running in front of the case. The result of the day's issue being thus clearly before him, and the fares being marked on the label or frame above the slate, it was not difficult to ascertain what ought to be the amount in his cash-drawer. On the following night, by subtracting the number left on the slate from the lowest ticket again in the tube, he found the quantity of tickets sold on the second day, and so forth. These details may, to the general reader, seem a simple matter to dwell upon, but if he will remember the number of ticket-tubes to be inspected each night at some of our large stations—at one or two of them nearly two thousand, he will see that it is of great importance to the booking-clerk in making out his returns to have the most simple yet exact method of ascertaining the number of each kind of ticket issued at his station during the day in order to balance his cash, and forward it with a correct return to the head office. To facilitate the last operation, Mr. Edmonson drew out a set of forms for making the needful returns to the audit or chief office, which, after being duly filled up, presented an accurate summary of the daily or weekly business transacted, and showed at a glance the amount of traffic at each station, and the sum due from each clerk on behalf of the passengers booked. To extend to other stations what was found so applicable to his own was his next consideration, but for unexplained reasons his propositions were not at first entertained, and it was only after repeated efforts that he was able to induce the directors of the Newcastle and Carlisle Railway to arrange for the adoption of his plans at some of their stations. There was a proposition to remove him to Newcastle, but it was not carried into effect, and the repeated delays were very disheartening to him. While in this state of discouragement he received a visit from Captain Laws, at that time manager of the Manchester and Leeds Railway, who, having heard of the plan adopted by the clerk at Milton Station for "checking himself," came over to inspect it, and, having had the details thoroughly explained to him, was clear-sighted enough to perceive its immense value to the railway interest, then becoming an important feature in the country. He therefore proposed to Mr. Edmonson that he should remove to Manchester, with the object of introducing his system on the above railway, making the promise "that his salary should be multiplied by two," an offer which, after due consideration, was gratefully accepted. This unexpected recognition and timely acknowledgement of his invention paved the way for its general adoption, and for the next ten or twelve years the introduction of his plans on to new lines of railway as they rapidly developed themselves, in addition to his duties on the Manchester and Leeds line, involved a great amount of labor on the part of the inventor.

At length the company, with a complimentary minute of the board, liberated him from their service, in order that he might devote his whole time to the further development and introduction of his system.

As we observed, when describing the first apparatus used for carrying out the ticket system, the principles of construction in the ticket-case and dating-press were almost perfected from the commencement, but the most complex machinery for printing and progressively numbering the tickets has been the result of gradual improvement. Of course long before this the slow process of the hand stamp had given place to machinery. It was simply the first effort of a man thrown on his own resources. Many persons suppose the dating-press, the little machine on the counter of the booking-office, to be all that is required for printing the tickets; but a moment's reflection ought to convince them that, as there is but one machine containing only type sufficient for the date of the day, it cannot print the multiplicity of letter press which is required of booking passengers in different classes to their various destinations. That is all done elsewhere, and a combination of machinery is needed for it, the leading feature of which the inventor saw from the first must be that of *printing one ticket at a time*. Experience has proved that this original conception was the true basis upon which to proceed in ticket-printing, as although hundreds of millions in the aggregate are annually produced, the amount is so divided and sub-divided by the various stations and classes that the average number printed of any one kind is not large, and the quantity supplied of each description at one time being only that of a few month's stock to each station, it will be readily seen that the time required to set up the number of forms of type for a sheet would be fatal to an expeditious supply.

Mr. Edmonson was only a worker in wood, and feeling now the need of a stronger material he consulted a practical friend of his, John Blaylock, of Carlisle, by whose assistance he was enabled to put together a printing machine which carried out his ideas, and was sufficient for the requirements of that period. This machine, however, has been greatly improved upon from time to time, and while the original feature of printing one ticket at once has always been maintained, its general completeness and efficiency have been materially increased. Mr. Edmonson's son still continues the business, which his father established at Manchester. There not only are tickets printed, but the printing machines, ticket-cases, and dating presses, together with other ticket apparatus, are manufactured, and supplied to railway companies as required.

Wheels for printing the progressive numbers so often mentioned are attached to the press and can be

set to anything between 0 and 9,999, embracing a quantity of 10,000 tickets. In this instance the printer sets them to the number next above the highest named as in stock, and then proceeds to fill the feeding tube with the proper colored cardboard, for indicating the class and single journey, return or excursion ticket, as the case may be. The feeding tube is an upright case at the back of the machine, and is capable of holding 500 blank tickets.

The printing machine being ready is put in motion; when a catch, set to nearly the thickness of a ticket, and working horizontally, draws the lowest card forward in the direction of the type and numbering wheels, one set of wheels (used for return tickets) being situated before and the other after the type frame, and all receiving at one stroke of the machine a supply of ink for the next impression. The first card is left in position under the first set of numbering wheels. If it is to be a return ticket it there receives a number, if not, that set of wheels has been put out of gear, and the ticket waits to be pushed forward to the type by the introduction of a second card from the feeding tube. A third card pushes number one under the second set of wheels, where it receives its appropriate number, and by the push of a fourth it falls, printed and numbered, into a receiving tube at the front of the machine. Any stop in the delivery shows the attendant that something is wrong. The mechanism, while capable of being driven at a great speed, is regulated to that of about 200 tickets a minute, this being found a rate at which the attendants can most readily superintend the supply of blank cardboard to his feeding tube; and give the needful attention to the other movements of the machine. The printed tickets are next conveyed to the counting machine, which is simply an additional check as to the accuracy of the progressive numbering, the necessity for it arising from occasional inequalities in the size and thickness in the tickets, and a liability to warping on the part of the cardboard. As the thickness of an average ticket is the only available gauge by which to adjust the catch of the printing press, it will be easily understood that, in case of a warped card, the catch misses it, and as no blank ticket is drawn in, the printed one is not pushed forward, and therefore, receiving repeated impressions, is spoiled. As soon as the attendant finds that "something is wrong," he stops the machine and puts it right, but in re-arranging the numbering wheel, which has been going on and changing with every stroke, he may possibly set it a number in advance, or otherwise, of the last good ticket. Hence the necessity for an additional check. The counting machine is furnished with feeding and receiving tubes, and with accurately numbered wheels, similar to those of the printing machine. The attendant having placed his pile of tickets in the feeding-

tube, the lowest number at the bottom, he draws it into view by means of a catch similar in arrangement to that of a press, observes the number of the ticket thus produced, and sets the corresponding number on the counting wheel to an index or eye-let hole situated conveniently for the eye of the counter. When the machine is in motion, for every ticket that is drawn out of the feeding tube the counting-wheel moves a number forward, and so long as the two numbers agree all is right. In order to ascertain if they do so the attendant stops frequently to examine. Errors, if any, having been correctly by the man who printed the tickets, these are now ready for packing. As progressive order is so essential in the issue of the unprovided for; they are therefore placed in bundles of 250 in a frame, or screwed-up apparatus, by which they can be tightenend almost into a solid mass. While in this condition the band of string is passed round them, and, being secured by a suitable knot, they retain their solidity when liberated from pressure, and are in a state for distribution for all parts of the world.

In this way are prepared the little tickets which the travelling public receive at the booking office window, and stow away in their pockets or slip into their gloves or hats without thought of ingenuity and industry required to produce even so small and insignificant an object.

GEORGE E. DUDLEY.

GEORGE E. DUDLEY is agent of the Fitchburg railroad at Troy, New York, where he has charge of the large freight interests of that corporation. Mr. Dudley is a good illustration of a practical and energetic railroader. Mr. Dudley is a native of Boston in which city he was born December 3, 1849. His railroad experience began in 1873 at Ayer Junction, Massachusetts, as a freight clerk for the Fitchburg, Worcester & Nashua and Boston & Lowell railroads; a year or two later he he obtained a position as clerk in the local freight office of the Fitchburg railroad at Boston, and his ability being recognized he was transferred to the general freight office of the same road. In December, 1885, the agency of the important station of North Adams becoming vacant, Mr. Dudley was offered the position which he accepted. He became a very popular agent at this point, and upon the death of the local freight agent at the city of Troy, New York, in June, 1887. Mr. Dudley was appointed to fill the vacancy, and has given further evidence of his qualifications to fill an important and responsible position. He is a most genial and agreeable man to meet, and is popular with all classes.

Subscribe for THE STATION AGENT.

THE RAILWAY CLERK'S DEPARTMENT

—CONDUCTED BY—
Box 526. GEORGE A. ROUND, Concord, Mass.

JUST A WORD.

In conducting this department the editor hopes to have the co-operation of every railroad clerk in the country, and if this is assured the success of the department and its value to the clerks themselves is certain. Bear in mind that we want the clerks throughout the country to feel that this is their department and that the editor will welcome any correspondence or news items pertaining to their interests. Any information as to the plan of organizing railroad clerk's associations will be gladly furnished, and the editor would like to be notified of any new organizations of this kind in any part of the land. Give us your help and support and the result will be of advantage to all.

GEORGE A. ROUND.

THE RAILROAD CLERK.

The number of bright, intelligent young men in America, who are filling positions as railroad clerks is great and constantly increasing. We have in years past heard but little from this branch of the service, yet, in this vast army of capable, brainy, well equipped young men, is the foundation for the management of the railroads of the future.

A large percentage of our most successful railroad officials gathered the rudiments of their success in the position of railroad clerks; this being true it is equally apparent that this branch of railroad service is deserving of special notice and greater importance. Railroad clerks all through the country are waking up to this truth more and more every year and the result is that organizations are being formed, the principal object of which is, not in any way to antagonize the officials of the various roads, but simply to better prepare the clerks to fill important positions in the future. The effect of organization is to broaden the views, to study new methods and to perfect the education of the members in railroad business. That the railroad clerks wish to inculcate these principals in their training is obvious from the wording of the constitutions adopted by the societies already formed. A brief sketch of some of these organizations will be of interest and perhaps of assistance in forming kindred societies.

THE BOSTON RAILROAD CLERK'S ASSOCIATION.

Officers for 1889-90. President, R. S. Coon; vice-president, H. C. Babcock; secretary, W. S. Wilcombe; treasurer, H. A. Snow. Meetings first and third Monday evenings of each month.

The New England Railroad Clerk's Association was formed early in 1886, but a difference in views as to certain objects to be desired and methods to be used, led to a division of the new association, and for some time two distinct organizations were sustained. The one which met most with popular favor was the Boston Railroad Clerk's Association, which is now an established success. This organization was formed on a historic date the nineteenth of April in the year 1886. J. W. White of the Fitchburg railroad was chosen as temporary chairman and D. M. Goodridge, New York & New England railroad, temporary secretary. An organization was perfected by the choice of the following officers: President, W. H. Glover, Boston & Albany; vice-president, Gilbert Hodge, Boston & Lowell; secretary, D. M. Goodridge, New York & New England; treasurer, Daniel Breslin, Boston & Main; executive committee, C. W. Furlong, Fitchburg road; F. Fairhurst, Old Colony; M. W. Flower, Boston, Revere Beach & Lowell; M. T. Burnett, Pennsylvania railroad.

The following preamble was adopted as expressive of the objects of the association:—

"This association is established for the social and moral benefit of its members, by assisting the unemployed in find-employment; by encouraging and maintaining a high standard of clerical ability; and by the discussion and consideration of questions relating to railroad business and such other subjects as will tend to enlighten, qualify and secure for the association higher positions of trust and confidence."

The constitution and by-laws are of a simple character but sufficiently comprehensive to cover the original design of the originators of the association. The qualifications for membership are specified in Art. III., as follows:

"Article III., Section I, as amended October 1, 1888. Any person nineteen years of age or over residing in New England, and having been employed upon the clerical force of any railroad or steamship company represented in Boston for a period of six months or more, shall be eligible to membership."

"Sec. 2. Any person who may be thought worthy, of the distinction may be elected to honorary membership with all the privileges pertaining to active membership excepting that they shall not be liable to assessments nor be entitled to hold office or vote."

"Sec. 3. All applications for membership shall state the residence, present occupation and length of experience in railroading. They shall thereupon be referred to the executive committee, and if they shall report favorably thereon, the applicant shall, upon the unanimous vote of the members present, the payment of one dollar to the treasurer and signing the constitution and by-laws, or authorizing the secretary to sign for him, become a member."

The assessments required from members each year and method of collecting same is contained in Art. IV. here given.

"Article IV, Assessments, Sec. 1. There shall be due from each member annually the sum of two dollars, to be paid into the treasury, quarterly in advance. The treasurer, previous to the election of officers, shall prepare and read to the meeting a list of the members in arrears as to dues, and the same shall not be entitled to vote until all dues have been paid."

"Sec. 2. Any member neglecting to pay his dues for three consecutive quarters, shall after reasonable notice thereof, be dropped from the roll, and shall be restored to the same only by a two-thirds vote of those voting at any meeting of the association, and payment of all dues."

"Sec. 3. Sickness and lack of employment to exempt any member from payment of dues until convenient so to do."

"Sec. 4. Any member or officer of this association may be expelled or removed for sufficient cause by a two-thirds vote, by ballot, of the members voting at any meeting of the association; but any such member or officer shall have the privilege of being heard in his own defence."

Art. VI., covers the order of business at meetings as follows:

Article VI., order of business. 1. Meeting called to order. 2. Roll call. 3. Minutes of last meeting read by secretary. 4. Report of treasurer to date of meeting. 5. Report of committees. 6. Unfinished business. 7. New business. 8. Application for, and election to membership. 9. Is any member out of employment? 10. Entertainment. 11. Adjournment.

Any points not covered in the foregoing constitution and by-laws shall be governed by Cushing's Manual.

The society organized with thirty members, but its roll now contains over one hundred names. Meetings are held regularly though the year with the exception of a summer adjournment from the third Monday in June to third Mon-

day in September. During each summer, however, the association has had a monthly excursion to mountain or seaside, which has been a pleasant event to anticipate. The anniversary of the society in April is always observed by a public dinner at one of Boston's best hotels and to which all the railroad officials in Boston have been invited as guests. The regular meetings have been of a most interesting character, combining both the intellectual and social elements. Essays have been read, questions discussed, lectures given, all upon some practical railroad topic, while the social program has included music, reading, recitations, collations and excursions.

The character of the lectures and essays given is well told in Secretary Wilcombe's annual report of last year, in which he says:

"It was easily decided that those engaged in any one class of work, should give the benefit of their knowledge to others in different lines of service. Following this plan, many practical matters have been discussed, explained or made the subject of papers; for example the following descriptive lectures: The Locomotive Cylinder, (illustrated,) Car Accounts and Milage, Railroad Telegraphy, The Locomotive Whistle (illustrated), Color Blindness, Iron Bridges, Phonography."

In the third year, to encourage thought on railroad subjects, a pecuniary reward was offered for the best paper read before the association during the season. In the same year the plan was also adopted of appointing at each meeting an association historian to report at the next meeting and to present as successfully as possible the important railroad news of the day. The meetings have been held at the well furnished rooms of the *New England Pathfinder*, which are especially adapted for such purpose. The attendance is usually good, and the meeting always of interest. In any sketch of this society it would be a grievous omission not to make special mention of E. B. Chamberlain, one of the original members and for two terms the president of the association. Mr. Chamberlain has done much to hold the society up to a high standard and has always labored earnestly and with enthusiasm to keep up the interest in the cause, and to build up the association. W. S. Wilcombe, the present efficient secretary is another who is a most earnest worker and a capable officer and his duties although often of considerable magnitude are faithfully and carefully performed. The association has on its list of honorary members the following names:

Charles P. Clark, president N. Y., N. H. & H.; W. P. Shinn, vice-president N. Y. & N. E.; A. A. Jackson, general superintendent N. Y. & N. E.; James T. Furber, general manager B. & M.; D. C. Prescott, general freight agent B. & M.; Lowell System G. W. Storer, general passenger agent B. & M. Lowell System; J. R. Watson, general passenger agent, Fitchburg railroad; O. Stewart, superintendent motive power, Fitchburg railroad; A. A. Folsom, Boston; C. S. Anthony, general auditor, Fitchburg; F. D. Buttick, transfer agent, Northern Pacific; G. Richards, president New England railroad club; J. A. Ackley, New England freight agent, Pennsylvania road; G. M. Roberts, New England passenger agent, Pennsylvania road; H. T. Colvin, Boston agent, Canadian Pacific railway; W. E. Locke, bank commissioner, Boston; W. J. Hobbs, general auditor, Boston & Maine railroad; D. W. Sanborn, division superintendent, Boston & Maine railroad; E. P. Vining, traffic manager, New York & New England; G. B. Phippen, treasurer, New York & New England; R. E. Rockwell, purchasing agent New York & New England; W. W. Jencks, division freight agent, New York & New England.

TROJAN LODGE NO. 1.

This is the title given to the Brotherhood of railroad clerks in the city of Troy New York. This society was formed in November, 1888, in line with the suggestions of several clerks employed in the freight office of the New York Central & Hudson River railroad. In perfecting the project an invitation was extended to the brother clerks employed in the different railroad offices at Troy to attend an informal meeting for considering the propriety of an organization having for its object the bringing of the railroad clerks of the vicinity into a closer relation with each other, believing that through the social relations to be engendered by the meeting of each other at stated periods a better acquaintance would be formed, awakening as time should pass, a bond of brotherly love, which in itself would make the society one of benefit to any in need of sympathy or help. In response to the call, about a dozen clerks met on the above date and after the plan of the projector was made known it was decided to proceed to organize, the principal object being for social and benevolent purposes. The first regular meeting was held in December of the same year and was attended by twenty-one members. The present membership exceeds forty and the number is increasing.

The benevolent element of the lodge is embodied in the plan of an assessment of \$2 per member in a case of death; thus far no assessment has been required. The present officers of the lodge are as follows: Chief clerk, W. G. Staley, D. & H. C. Co.; assistant chief clerk, C. A. Mott, D. & H. C. Co.; recorder, F. E. Hall, N. Y. C. & H. R. railroad; cashier, E. B. Brownell, Fitchburg railroad; treasurer, C. W. Williamson, N. Y. C. & H. R. railroad; conductor, J. E. Matson, Fitchburg railroad; chaplain, P. H. Murphy, D. & H. C. Co.; watchman, R. A. Kirkpatrick, N. Y. C. & H. R. railroad; watchman, C. H. Handley, N. Y. C. & H. R. railroad.

THE ST. LOUIS CLERKS.

The St. Louis association of railroad clerks met for organization, March 22, and starts off under the most favorable auspices. The methods and objects of the organization are very similar to those of the Boston and Detroit associations. The various officials in the city are heartily in sympathy with the movement and the success of the organization is assured from the start. We hope to give in our next issue the names of the officers elected and other particulars. Among those who joined in the call for the meeting to organize, were the following well known gentlemen: W. Q. Morcorn, chief clerk, freight agent, Missouri Pacific railway; W. S. Moore, cashier, C. C. C. & S. L.; T. J. Bryan, chief clerk, agents' ledger department, Missouri Pacific railroad; J. A. McMillan, chief clerk, auditor's office, S. L. A. & T. H. railroad; E. L. Rederer, chief clerk, C. C. C. & S. L. railroad; Joe Wise, jr., chief clerk, St. Louis Transfer Co.; and many others.

THE DETROIT ASSOCIATION.

The editor has not at hand the details of the organization of the association but hopes to be able to tell more of it in the May number. The association was formed, we believe, some three or four months ago and under flattering prospects. J. F. Kellogg the efficient secretary has been a prime mover in the organization and his efforts have met with a hearty endorsement. The railroad clerks of Detroit are very bright and progressive, and we predict that their association will be one of the strongest in the country.

THE BUFFALO RAILROAD CLERKS' ASSOCIATION.

Jas. Walsh, president; H. H. Lanctot, vice-president; A. B. Wallace, secretary; W. J. Sloan, treasurer.

Secretary Wallace writes a hearty, cordial letter, (such as a railroad man can so well do) to the editor, in which he says: "We are with you heart and hand in helping along the rail-

THE BUFFALO RAILROAD CLERKS' ASSOCIATION.

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Secretary Wallace writes a hearty cordial letter (such as a railroad man so well do) to the editor, in it he says: "We are with you heart and hand in helping along the railroad magazine of the country and thereby helping along the railroad employees. I shall be only too well pleased to give you reports of the associations progress at all times if you will let us know just what kind of reports, or other forms of information, will be of most service to your paper. Our present membership is 180, not so bad for a month's work. I am receiving daily, communications from various portions of the country and I think we will be able before very long to form a national Association. It certainly looks that way now and I shall spare no pains to bring about so desirable an end."

We shall hope to hear from Brother Wallace every month, and we congratulate the Buffalo clerks on the admirable start they have made. With so large a membership and such efficient officers the association is bound to exert a great influence in the right direction. Meetings are held on the first and third Tuesday evenings of each month.

DEPARTMENT NEWS.

The Boston Railroad Clerk's Association are to hold their annual dinner April 17, at the Revere House. About seventy invitations have been issued to the various railroad officials of Boston and a large attendance is expected.

A railroad clerk's association has been organized in Kansas City with a membership of four hundred. We shall hope to hear from them in these columns.

Trojan Lodge, Division No. 1, Brotherhood Railroad Clerks gave a very pleasant entertainment at the rooms of the Railroad Y. M. C. A., on the evening of March 12. The program included musical selections, vocal and instrumental, recitations, etc.

Secretary Kellogg of the Detroit association sends us the following welcome intelligence under date of March, 20: "I am pleased to inform you that, at our regular meeting last evening, THE STATION AGENT was adopted as the official paper of the Detroit Railroad Clerks' Association."

We appreciate this action and shall hope to give the association good service.

At the meeting of the Boston clerks on March 3. President J. D. Giauque tendered his resignation, which was accepted with great regret. Vice-president R. S. Coon was elected to fill the vacancy and H. C. Babcock was chosen vice-president.

J. W. Richards a member of the Boston Railroad Clerks' Association has been appointed auditor of freight accounts, Fitchburg railroad.

At the last meeting of the Boston railroad clerks a special entertainment was presented, which included reading by Dr. MacPherson, and humorous recitations by Brother W. R. Stickney, and the latter also gave a little talk, on "The Watering of Railroad Stock."

There are many cities in the country where a railroad clerks association could be carried on with success and to the advantage of its members. A national organization also would be an excellent move and is bound to come at no distant day.

E. Taylor & Co., Cleveland, Ohio, are having a big sale for their electric goods. They are now putting out a \$5.00 Family Medical Battery that gives entire satisfaction, and fills all requirements of higher priced batteries for domestic use. Agents are meeting with big success selling them. Circulars are free, address E. TAYLOR & CO., Cleveland, O.



Important decisions on points that are likely to arise in station service will be given in this column each month and should be read carefully and saved for reference by every agent. We are also prepared to give legal advice to any agent, on questions relating to his business, free of charge. In asking for information of this character, state your case as concisely and accurately as possible. We shall consider it a privilege to serve our subscribers in this manner.—EDITOR.

RESPONSIBILITY FOR DAMAGES WHERE DEATH IS CAUSED BY RASHNESS.—The Supreme court of Pennsylvania on February 24 affirmed the judgment of the Common Pleas court of Chester county in the suit of Hannah M. Irey v. Pennsylvania Railroad company. This was a suit to recover damages for the death of plaintiff's husband, who had just been sworn in as sheriff of that county, and who was killed at the station at Frazer.

The court says: "The judgment of nonsuit was properly entered. The evidence shows that the deceased lost his life as the result of his own rashness. While waiting at the station to take the train for Phoenixville, under the mistaken belief that his own train was just starting, he left the platform, ran across the tracks directly in front of a passing train, by which he was struck and killed. Had he looked he would have seen the approaching train, and saved his life. It is idle to speak of the negligence of the defendant company. Plaintiff's own negligence was so palpable as to justify the judge below in withdrawing the case from the jury."

CARRIAGE OF GOODS AND INJURIES TO PROPERTY.—In Mississippi the Supreme court holds that the failure of a shipper to comply with a stipulation on a bill of lading or express receipt that he shall file a written statement of his claim in the office of shipment is no defense to a suit for failure to deliver goods promptly, the office being fully cognizant of the negligence that caused the loss or delay.

In Virginia the Court of Appeals rules that a carrier's liability ceases when he has delivered the goods in good order to a connecting carrier.

In New York the Supreme court rules that where, after goods have reached their destination, the consignee calls for them, and is mistakenly informed by the carrier that they had not come, but afterward he is notified by mail that they have, and two weeks later they are destroyed by fire in the carrier's warehouse, the consignee cannot recover their value on the ground of conversion, the carrier having done all it could to correct its mistake, and ample time to remove the goods having elapsed between the mailing of the notice and the date of the fire; and it is immaterial whether the consignee actually received the notice or not.

In Mississippi the Supreme court holds that a railroad is not liable for an injury inflicted by an animal on itself or by other animals shipped with it in the same car.

DELAY IN LIVE STOCK SHIPMENTS—MEASURE OF DAMAGES.

1. In an action against a railroad company for delay in transporting hogs, it appears that through defendant's negligence the hogs were put on the Chicago market Saturday, instead of Thursday; that there was no market for them till Monday, when they could all have been sold; but that plaintiff only sold part of them on Monday, keeping the balance till Tues-

day and Wednesday, when he sold for less than on Monday. Held, that he could recover for expense of keeping, shrinkage in weight, and depreciation in value only from Thursday till Monday.

2. Where there was evidence that there was no market value for the hogs on Saturday, the court was justified in submitting to the jury the question of whether they could in fact have been sold, to allow for expenses, shrinkage, and depreciation until Monday.

3. Testimony of the train dispatcher or station agent was inadmissible to show the inability of the company to furnish transportation at the time required, if not appearing that either of them had knowledge of the general resources of the company, and the presumption being that the company was able to furnish the cars as promised.—42 N. W. Rep. 1122. *Ayres et al. v. Chicago & N. W. R. Co.* Supreme Court of Wisconsin, Dec., 1889.

LEGALITY OF THE TEN CENT EXTRA FARE CHARGED BY STEAM RAILWAYS IN PENNSYLVANIA WHEN TICKETS ARE NOT PURCHASED AT STATIONS—The right of a railroad company to charge ten cents extra for all fares paid on trains, which was passed upon by Justice Mitchell, of the state supreme court in Pennsylvania, in an opinion just handed down, is of particular interest, not only to all railroad companies, but to all travelers.

The case is that of *Reese vs. the Pennsylvania railroad*, which was tried in the Allegheny county court, the plaintiff alleging that the company in compelling a passenger, who had not purchased a ticket, to pay ten cents extra, when he offered to pay his fare on the train, made an excessive charge. It was also claimed that the regulation requiring the passenger to collect the rebate at the end of his journey, was unreasonable. Counsel for Reese argued that the company under its charter had the right to charge only $3\frac{1}{2}$ cents a mile, but that the rate charged the plaintiff, Reese, including the 10 cents extra, was beyond the sum allowed by law, and that, as it amounted to a fare, it was a violation of the privileges granted in the company's charter. The case was decided against the railroad company, and taken to the supreme court on an appeal.

In his opinion, reversing the decision of the lower court, Justice Miller says some interesting things about the rights of railway companies and individuals. Among them are these: The right of railroad companies to make reasonable regulations not only as to the amount of fares, but as to the time, place and mode of payment, is unquestionable. The right includes the right to refuse altogether to carry without the previous procurement of a ticket. *Lake Shore, etc., railway Co. vs. Greenwood*, 79 Pa., 373. . . . The authorities are uniform that companies may charge an additional higher rate of fare to those who do not purchase tickets before entering the cars. *Crocker vs. R. R. Co.*, 24 Conn. 249; *Swan vs. M. & L. R. R. Co.*, 132 Mass., 116; *Hilliard vs. Gould*, 34 N. H., 241; *Stephen vs. Smith*, 29 Vt., 160; *State vs. Gould*, 53 Me., 279, etc.

The regulation in question in the present case is not in itself unreasonable or oppressive. In regard to the traveler it is scarcely just ground of complaint that he had to present his refunding ticket at the end of his journey, instead of getting an ordinary ticket at the start. The inconvenience, if any, is the result of his own default. With reference to the other passengers and still more to the railroad company, the regulation is conducive to the rapid, orderly, and convenient dispatch of the conductor's part in the collection of fares. If the company may refuse to carry at all without a ticket, it may fairly refuse to put the traveler to the trouble of going to an office to get his excess refunded. If the com-

pany may charge those failing to get tickets an additional price and keep it, certainly they may charge such price and refund it.

The decision below was based upon the view that the extra 10 cents imposed is a part of the fare, and makes it higher than the rate allowed by the act of incorporation of the company. The act says: "No charge shall be made to exceed $3\frac{1}{2}$ cents per mile for way passengers." The extra ten cents in this is in excess of the charter rate, if it is a "charge for transportation" within the meaning of the act. Should it be so regarded? Charge is a word of very general and varied use. Webster gives it thirteen different meanings. The great dictionary of the philological society, now in course of publication, gives it twenty separate principal definitions, besides a nearly equal number of subordinate variations of meaning. . . . The essence of the meaning is that it is something required, exacted, or taken from the traveler as compensation for the service rendered and, of course, something taken permanently, not taken temporarily and returned. The purpose of the restriction in the charter is the regulation of the amount of fare, not of the mode of collection—the protection of the traveler from excessive demands, not interference with the time, place, or mode of payment. These are mere administrative details, which depends on varying circumstances. We fail to see anything in the present regulation which can properly be treated as an excessive charge within the prohibition of the charter.

Nor is there any force in the objection that this regulation is unreasonable. It is said not to be general, fair, and impartial because it provides that as to passengers getting on the train at stations where there is no ticket office, or on trains where on account of the excessive rush of business, it is impossible to issue the refunding check, the collection of the excess should be omitted. Reasonableness depends on circumstances. To collect the extra amount and issue return checks to as many passengers as the conductor could reach in time and let all others go free entirely, would be much more unreasonable than to treat all alike and dispense with the regulation for the time being. Necessity modifies the application of all rules, and there is nothing unreasonable in requiring the conductor to exercise sufficient foresight to see whether he can perform the prescribed duties in the available time, and investing him with the discretion to omit it altogether, if, in his judgment, he cannot perform it fully.

Assistant general passenger agent Boyd, of the Pennsylvania, in speaking of the opinion yesterday, said that it was most important to all railroad companies, because a large majority of those in the country exercise the rule for extra charge and the rebate. So far as the Pennsylvania was concerned, he said that the rule had been made in great part for the convenience of passengers. The company under its chartered rights, could charge $3\frac{1}{2}$ cents per mile, and compel all passengers on local trains to pay full rate, giving no rebate to passengers who offered fair on trains. The additional charge of 10 cents may in some cases made the total over $3\frac{1}{2}$ cent rate, but with the rebate it will fall far below it.

The convenience to the company is great, because it aids in compelling passengers to buy tickets, thus enabling the conductor to transact his business more rapidly in a long, crowded train, and relieving him of the responsibility of handling large amounts of money. Rebate checks are made good at any station, however small, on the road.

LIABILITY OF A RAILROAD COMPANY TO EXPRESS AGENTS.—In New York the Supreme court holds that an agreement between a railroad company and an express company, that

the former shall not be liable for any injury done to any employe of the latter, it being part of a contract by which the former was to carry goods for the latter at special rates, and to allow a messenger of the latter to go on each train free of charge, does not exonerate the railroad company from liability for its negligence resulting in the death of a messenger, who was ignorant of such agreement.

CONDITIONS IN CONTRACT TO CARRY PASSENGERS—FAILURE TO HAVE TICKET STAMPED—EXPULSION FROM TRAIN.—Boylan purchased a round-trip ticket from Chicago to Hot Springs, Ark., the ticket not to be good on the round-trip unless stamped by the ticket agent at Hot Springs. He signed his name to the ticket and accepted the conditions. He did not on leaving Hot Springs present the ticket to be stamped, but showed it to the baggage man, who checked his trunk, and to the gateman, who permitted him to enter the train, neither making any objections to the ticket not being stamped. The conductor of the train, however, was more strict and ejected him from the train because his ticket was not stamped and he refused to pay his fare. He brought suit in Illinois against the Hot Springs Railway Company for damages for being expelled from the train, alleging that it was a breach of contract, the company having agreed to transport him between the places named. The court decided against him and the case was taken to the Supreme court for review.

The Supreme court of the United States, in an opinion by Justice Gray, affirmed the decision of the lower court. It held that the only contract between the parties was an express one, signed by Boylan himself as well as by the ticket agent at Chicago. Boylan having assented to the contract by accepting and signing it, was bound by the conditions expressed in it, whether he did or did not read them or know what they were. The case was held to be the same as that of Mosher v. The Iron Mountain Railroad Company. The action of the baggage master and gateman, it was held, did not change the status of the case.

The unstamped ticket giving him no right to a return passage and he having refused to pay the usual fare upon a demand of the conductor, there was no contract in force between him and the company to carry him back and, therefore, there could be no breach of the contract and an action of assumpsit cannot be maintained to recover damages for expulsion from the train.—United States Supreme court. *Boylan v. the Hot Springs R'd Co.*, 132 U. S. Rep., 146.

CARRIER—LOSS OF BAGGAGE—MEASURE OF DAMAGES.—A railway company is not liable for damages caused to the owner of baggage lost or delayed on the railway, or for expenses incurred by him in looking after the baggage, the measure of damages being the value of goods lost.

Where baggage has been found after suit has been issued and has been accepted by the owner, the railway company is only responsible for the taxable costs incurred up to the date of delivery.—[*Can. Provencher v. Can. Pac. R'y Co.*, 5 Super. Ct. 9.

TELEGRAPH COMPANY—PRODUCING THE BEST EVIDENCE—REPEATING MESSAGE—ERROR IN MARKET QUOTATIONS.—In requiring the production of the best evidence applicable to each particular fact, it is meant that no evidence shall be received which is merely substitutionary in its nature, so long as the original evidence can be had. The rule excludes only that evidence which itself indicates the existence of more original sources of information; but, where there is no substitution of evidence, but only a selection of weaker instead of stronger proofs, or an emission to supply all the proofs capable of being produced, the rule is not impinged.

Therefore a principal may testify as to what his agents did for him, though he was not present at the time, if he afterward became cognizant of the execution of his instructions.

A telegraph company has a right to make a rule that all messages shall be repeated, but the rule may be waived as to any particular sender or as to any particular message. Such waiver may be inferred from the act of the company in dispensing with the use of its customary blanks, or receiving and delivering messages orally, and from other circumstances, and the question whether this was done or not is for the jury.

A company which undertakes to furnish quotations of prices is bound to do so with accuracy, and is liable for losses occasioned by its default in this respect.—[*Sup. Ct. Pa. Western Union Telegraph Co. v. Stevenson*, 47 Leg. Intel. (Phila.) 72.

CARRIER—PASSENGER LEAVING TRAIN—DELAY BY WRECK—RIGHT OF PASSAGE ON CONDUCTOR'S CHECK.—1. A passenger who leaves a train delayed by a wreck nearly all night, and waits at a hotel for another train because he is not well enough to remain on the car, is entitled to carriage the next day on the check given him as a substitute for his ticket by the first conductor, or at least upon payment of the regular fare, and if put off for refusal to pay the extra charge required of those who fail to procure tickets he may recover damages.

2. A verdict of \$2,500 for ejectment from a train wrongfully but without malice, where the passenger boarded a construction train and returned a distance of two miles to the depot, is excessive.—[*Ct. Appls. Ky. L. & N. R'y Co. v. Wilsey*, 5 L. R. A. 858.

WHO ARE FELLOW SERVANTS.—The following are recent cases on the question who are fellow servants:—

A foreman of a bridge gang is a fellow servant with persons operating a freight train on the road. *St. Louis, A. & T. Ry Co. v. Welch*, 2 L. R. A. 839, 73 Tex. 298.

A brakeman is a fellow servant with the engineer. *L. & N. Ry Co. v. Martin*, 3 L. R. A. 282, 87 Tenn. 398.

A section foreman, who about the track and liable to be injured by passing trains, is a fellow servant of the conductor. *Elliot v. Chicago M. & St. P. Ry Co.*, 3 L. R. A. 363, 5 Dak. 523.

A superintendent, in respect to work properly belonging to a servant, is a fellow servant of the co-employees. *Hussey v. Coger*, 3 L. R. A. 559, note, 112 N. Y. 614.

A laborer employed by a railroad company to remove snow and other obstructions from the track is a fellow servant of a track walker and conductor. *Fagundes v. Cent. Pac. Ry Co.*, 3 L. R. A. 824, 79 Cal. 97.

A station agent is a fellow servant with a brakeman. *Byrnes v. New York, L. E. & W. Ry Co.*, 4 L. R. A. 151, 113 N. Y. 251.

A traveling auditor of a railroad company traveling on the cars from station to station is a servant of the company and assumes the ordinary risks of accidents. *Minty v. Union Pac. Ry Co. (Idaho)*, 4 L. R. A. 409.

A locomotive engineer is a fellow servant with the fireman. *Gulf Colo. & Santa Fe Ry Co. v. Blohn*, 4 L. R. A. 764, 73 Tex. 637.

A foreman of a gang of men employed in building a railroad is a fellow servant with the workmen under him while engaged in the work. *Lindvall v. Woods (Minn.)*, 4 L. R. A. 793.

The members of a city board of public works are fellow servants with the driver of a fire engine. *Coots v. Detroit*, 5 L. R. A. 315, 75 Mich. 628.

The Station Agent.

A MONTHLY JOURNAL DEVOTED TO THE INTERESTS OF LOCAL FREIGHT
AND TICKET AGENTS AND THE RAILWAY SERVICE IN GENERAL.

OFFICIAL ORGAN

The National Association of Local Freight Ag'ts Ass'ns.
The International Association of Ticket Agents.
The Railway Station Agents' Association.
The New England Railroad Agents' Ass'n.
Boston R'y Clerks' Ass'n. Detroit R'y Clerks' Ass'n.

CLEVELAND, O.

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Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

BE A WORD WITH ADVERTISERS.—The merits of THE STATION AGENT as an ADVERTISING MEDIUM have already been demonstrated by numerous business houses, who have received handsome returns from their patronage of its columns. THE STATION AGENT goes into every state in the Union. It is on file in freight and ticket offices in all parts of the country. It is furnished regularly to every purchasing agent in the United States and Canada and to the officials of all the principal lines. Its fine typographical appearance and the superior character of its contents place it in the front rank of railway publications. Our advertising rates are moderate and special terms will be allowed on all large contracts. We shall be pleased to furnish our schedule of rates to any business house upon application.

NOTICE TO SUBSCRIBERS—If this paragraph is marked with blue pencil your subscription has expired. It is hardly necessary to say that a renewal of the same will be a source of much gratification to the publishers. We are giving the agents of the country a representative magazine of which they can well be proud, something that has never been done before, and we feel, as do many others, that it is a duty every agent owes to his branch of the service to support a publication, which is endeavoring to advance his interests. To our friends who have so kindly favored us with their patronage during the past year, we would say that our constant aim is towards improvement and with the assistance and co-

operation of the agents now on our lists we will be able to accomplish even more in this direction in the coming year, than we have in past. Please renew subscriptions promptly.

The convention of the Railway Station Agents' Association to be held in Cleveland, Ohio, the third Wednesday in May will be an enjoyable affair. Every division of the association should see to it that a full delegation is in attendance.

* * *

The Rome, Watertown & Ogdensburg proposes to uniform its station men. We suppose there will be some objection to this among agents, but on the whole it is a good move. The effect of a neat uniform is always pleasing and it will always result in an improved personal appearance among a force of men. There is no reason why station agents should not be uniformed as well as train men.

* * *

The value of the weighing and inspection service is shown in the report of the Western Weighing Association for the month of January. During that month the numbers of corrections made were 11,885 and the total increase in revenue \$30,650. It will thus be seen that the average increase of freight bills was \$2.58 for each item corrected. Equally good work has been done by other bureaus and the moral effect of this check upon the dishonesty of shippers is most salutary.

* * *

The day of the drunkard in the railway service is past. Company after company is promulgating and enforcing rigid rules against intemperance and the whisky element must brace up or go to the rear. The Rock Island has just issued the following circular:

Persons known to be in the habit of becoming intoxicated must not be taken into the service of this company. Station agents, yard, train and engine men, telegraph operators, clerks and others who are known to frequent drinking places should be warned that they must stop it at once if they desire to remain in the service of this company. If known to be intoxicated either on or off duty they will be discharged. No person discharged for intoxication shall be re-employed.

* * *

The movement to stop the payment of commissions, upon which the trunk lines and their connections had agreed has received another set back. The western roads have failed to insert the differential passenger rates to the east in the rate sheets from the Missouri river, owing to the refusal of the Missouri Pacific to accept the rates from St. Louis east as awarded by Chairmen Blanchard and Tuttle, the Chicago & Atlantic company has resumed the payment of commissions at all points except Chicago.

It is understood, however, that this company will join with the others in stopping the payment of commissions as soon as the differential rates have been accepted by all lines in the west.

* * *

We have received a good many complaints of late that our subscribers are not receiving their papers regularly. With the exception of the March issue, which was delayed on account of the absence of the editor in the south and sickness among our working force, the magazine has been put in the mails each month not later than the Fifth inst. Great care is used in our mailing list, but mistakes will happen in the best regulated families, and our mailing department is not infallible. If all our subscribers will write their names and post office addresses carefully and legibly much of the difficulty will be removed. In a number of cases we have been obliged to guess at names of persons and places, often with disastrous results. The postal employes are notoriously indifferent concerning publications and many times papers have never reached their destinations where we have personally known that they were placed in the post-office, properly wrapped and addressed. We regret delays of this nature, but the percentage in our office is not larger than with other publications and we crave the leniency of the few subscribers who are occasionally annoyed in this manner

* * *

Possibly some of the readers of THE STATION AGENT may have noticed from time to time a few typographical errors. We have seen them ourselves when it was too late to make corrections, and grieved over the carelessness of the intelligent compositor and proof-reader. We have yet to see, however, a publication of any kind that is absolutely free from mistakes of this character. Even the report of the Interstate Commerce Commission is open to criticism in this respect. In so important and leisurely prepared document as this, it is natural to expect absolute accuracy in every detail, but a partial examination of that volume has shown a number of typographical mistakes which are hard to overlook, especially where they are made in connection with the names of well known railway officials. Thus in the appendix in which are summarized statements by a number of general managers in regard to the relations between railway companies and their employes we find the name of Mr. Odell of the Baltimore & Ohio printed as "O'Dell," that of Mr. Chappell of the Chicago & Alton as "Chappelle," that of Mr. Hays of the Wabash as "Hayes," that of Mr. Blee of

the C. C. C. & St. L. as "Blu," that of Mr. Green of the Georgia railroad as "Guem," and so on. Some of our contributors, and the editor has one particularly in mind, may be more charitable when they learn that even Uncle Sam himself cannot guard against the inaccuracies of the treacherous type.

* * *

The *Buffalo Courier* sent letters to fifteen different passenger agents inviting their opinion on the proposition of the Interstate Commerce Commission to prohibit the payment of ticket commissions and to repress ticket brokers. There appeared to be a very general disinclination among the officials thus approached to go on record on the question, as but a small proportion of them sent answers. Mr. Hancock of the Philadelphia & Reading, commends the Pennsylvania law which forbids the sale of tickets except by authorized agents. Mr. Taylor, of the Richmond & Danville, summarizes the whole question in a letter which just hits the nail on the head. Mr. Busenbark of the Chicago, St. Paul & Kansas City, believes in the payment of a fair commission to regular agents of connecting roads, say 10 per cent. He thinks two-thirds of the traveling public allow themselves to remain very ignorant of railroad geography and therefore need advice in choosing a good route from among poorer ones. If the agent has no commission he will not take pains to inform these ignorant passengers (beyond his own road), whereas if he has a slight incentive he will do a great deal of good work that otherwise would not be done at all. Mr. Busenbark apparently regards such an expenditure as good business economy, especially for lines in undeveloped territory, even if all competing lines pay commissions. How to prevent rivals from constantly attempting to slightly increase the rate of commission without informing their competitors is a problem which Mr. Busenbark does not discuss.

A QUESTION OF DUTY.

The *Railroad Gazette*, in commenting upon the recent accident at Kokomo on the Pennsylvania line, gives train and station men some very sound and timely advice. The following paragraph is quoted from an exchange:

The officers of the Pennsylvania lines are determined there shall not be a repetition of the collision at Kokomo, which occurred through the failure of the trainmen to examine the register. One of the division superintendents last week suspended for thirty days the engineer and conductor of a train, and the telegraph operator and agent at a station, for allowing an engineer to leave the station without examining the register and signing his name.

The editor of the *Gazette* thinks that at first sight the penalty may seem severe. The conductor had probably seen that everything was all right; why should the engine man be compelled to go to the telegraph office, detaining the train several minutes, simply to carry out a red tape requirement, a mere formality? This view is entertained—is secretly cherished, if not boldly defended—by many intelligent persons in these classes who act on the basis of such a theory, whatever ideas about it they may have formulated. The *Gazette* then addresses itself personally to each of the parties interested. The engineer is asked if he is willing to trust his reputation, the lives of his passengers and the property of his employers to the unaided memory of a conductor, however faithful he may be. The conductor is reminded of the responsibilities resting upon him, and admonished that personal considerations, which might have prevented him from reporting the derelict engineer, should have no weight when human life is at stake. We quote in full that portion of the editorial relating to the operator and station agent:

To the operator: Are you too young and inexperienced to tell old engineers and conductors their duties? Is an operator justified in disobeying a plain rule which tells him to do everything in his power to secure the safety of trains, simply because it requires considerable courage to face a burly engineer and "tell him his business"? Have you had difficulty in getting signatures to orders or in getting trainmen to read them carefully to you? If so, have you reported every case to the superintendent? Do you see the interests of the company suffer, and possibly the safety of trains and passengers be imperilled, by jealousies between conductors and engineers? If so which would be the more friendly act, for you to remain a silent observer or to let the fact be known at headquarters?

To the station agent: Where were you when this dereliction took place? Do you let young operators work wholly without supervision as soon as they have a passable knowledge of their duties, or do you always calculate your own work, when possible, so that you can oversee the important transactions in the telegraph office, even when the theory of your duties does not specially require your presence there? If you were a conductor or an engineer would you not be glad to be watched by a critical eye when performing duties on which life and death hinge? "Put yourself in his place."

AMENDMENTS TO THE INTER-STATE ACT.

A number of important amendments to the Interstate Commerce Law have been proposed by the chairman of the house committee on commerce. The new bill is understood to have the approval of the Interstate Commerce Commission, its features being similar to those recommended by the commission in its last annual report. The new features are as follows:

It permits the free carriage of persons injured in railroad accidents, as well as of physicians and nurses for attendance

upon persons so injured; allows free transportation or reduced rates to resident families of employees of railroads; prohibits the payment directly or indirectly, of any compensation whatever by one railroad to another for the sale of tickets, or for influencing business in its favor, declares that, whenever any common carrier subject to the Inter-state Commerce law shall pay any salary or make any allowance in the nature of compensation for services in connection with the sale of passenger tickets, the person to whom such compensation is allowed shall be held to be the agent of such common carrier in connection with the sale of such tickets and the common carrier is held to be liable for any such violations of the act on the part of the agent.

It is also provided that all regularly appointed ticket agents shall be supplied with certificates of appointment as such, and shall keep the same exposed to public view in their offices. It is declared to be unlawful for any person not holding the certificate above referred to sell, barter or transfer for any consideration any ticket of any common carrier. A fine of \$5,000 is imposed for violating this provision. It is also provided that common carriers shall at the request of a purchaser, redeem an unused ticket at its cost price; and if the ticket has been used only in part, the unused portion shall be redeemed at the price paid, less the regular schedule price for the distance used if presented within 90 days after purchase. The sale by any persons of any partly used ticket, except as above, is made a violation of this act. It is also declared to be unlawful for any common carrier to pay any sum whatever, or valuable consideration, to secure the forwarding of immigrants by any particular route. Carriers are, however, permitted to make such arrangements among themselves for the routing of immigrants who do not choose their own route as may be approved commission. The commission is authorized and required to determine what rate of compensation may be allowed or paid by any common carrier for the use of any car belonging to any other corporation or person, and shall have power to change such rates by giving reasonable notice thereof. Other amendments extend the act to roads running in this country and partly in Canada.

Senator Cullom introduced a bill to amend section 12 of the Interstate Commerce Act so as to provide that the commission shall have authority to inquire into the management of the business of all common carriers and shall keep itself informed as to the method in which the same is conducted upon the request of the commission the district attorney to whom it may apply may prosecute, under the direction of the attorney general, all necessary proceedings for the enforcement of the provisions of the law and for the punishment of its violators.

The provision forbidding anyone but authorized ticket agents from dealing in tickets is very sweeping and doubt has been expressed as to its constitutionality, as well as that prohibiting the payment of ticket commissions. On the latter point some of the best legal authorities in the country have declared that congress has no right to legislate, as it is simply a question of remuneration for service performed. It is doubtful if congress endorses this section of the new bill, but if it does it is not likely that the Chicago & Alton and other roads, that are fighting for the preservation of the commission system, will admit the constitutionality of the amendment without a contest in the courts.

A WELL DESERVED HIT.

The public is not to be blamed for believing "that birds of a feather flock together," and for inferring that railway managers are not really as violently opposed to the ticket scalping business as they profess to be, when they see them on good terms with the "brokers." In many of the smaller railway centers, notable in the south it is common to see "Cut Rate" signs on the same office windows with those of district passenger agents of important lines. Those who practice body "snatching" for one road only do not seem to feel that any contamination comes from open association with those who scalp promiscuously. The intelligent observer seeing this nesting together (like that of the owls and snakes in the prairie dog's hole) naturally smiles at the stern denunciation of the scalping business by superior officers. The "wicked partner" dodge fails to deceive any one. The other day, a gentleman who desired rather expensive tickets entered a regular ticket office on Clark street, in Chicago, of the road he intended to go over and inquired the price. He waited while the scaler's messenger went to the regular office and procured the tickets for him. His ten minutes' time saved him five dollars in cash. Similar transactions take place every hour of the day. Does it not look as though the railway companies enjoyed having their earnings scalped? And is the traveler who has once learned the ropes, to be blamed for ever after patronizing the cheapest office? This journal has frequently stated that the ticket scalping business continued to thrive because the railway companies, or rather, some of them did not care to have it stopped. This is the exact truth.—*Ex.*

Nearly every ticket agent knows that this sort of thing is done, almost openly and with little attempt at denial in many cases. The passenger department plays into the hands of the scalpers while at the same time loudly denouncing their "nefarious" business. THE STATION AGENT has declared its policy in regard to scalping in emphatic language, but we are disgusted with the hypocrisy that permits such a state of affairs as is described above. Our attacks upon the scalpers are endorsed by passenger men, who in the next breath are fixing up some deal with the very persons they profess to abhor. Little wonder that the brokers feel secure in their position. It would indeed appear that natural legislation is needed to drive the scaler from the field. His hold has been weakened in several states, but he is still too prosperous for the good of the railway service. It is idle to talk of concerted action in such cases as this, when questions of equal importance fail of adjustment because of conflicting interests. In the fierce competition for business and the struggle of weaker lines for what they consider their share of the patronage, the scaler is found a willing tool. The root of the evil lies in the construction of useless roads for speculative purposes, but this opens up a line of argument which has been often discussed and is not entirely germane to the present subject. We have not to deal with the cause but the effect. Ticket agents can do their share to break up the traffic of the brokers by refusing, in the absence of specific orders to the contrary from the "powers that be," to have any dealing with them; but this course is discouraging when an agent sees his superiors co-operating with the very men whom he is ostracising as railway outlaws. If the railroads of the country are really desirous of breaking up the

scalping business they should prevent the high officials of the passenger departments from dealing with them for the purpose of securing advantage in an underhanded manner over a competitor, an unwise and, in the end, a costly policy at the best.

THE RAILROAD CLERK'S ASSOCIATION.

With this number of THE STATION AGENT we commence the publication of a department devoted exclusively to the interests of railroad clerks. This department is under the direct personal supervision of Mr. George A. Round, traveling auditor of the Fitchburgh railroad, and a gentleman of wide experience in railroad station work. We believe that this new feature will be appreciated by our readers generally, as well as by the large number of clerks in railroad offices throughout the country. Mr. Round fully explains the object of the department elsewhere in this issue, but we wish to emphasize the fact here that our columns will always be open to a free and intelligent discussion of topics connected with the practical duties of clerks in freight, ticket and accounting offices, as well as such news as may be of general interest. THE STATION AGENT has been adopted as the official organ of the Railroad Clerk's Associations of Boston and Detroit, an honor which we appreciate and will endeavor to merit by increased efforts in behalf of the men representing this branch of the service. In this work we request the assistance of all progressive clerks, who can do much thereby to benefit themselves and their fellow laborers.

The value of associations of this nature cannot be over estimated. They infuse a better spirit into the men, give them new interest in their work, enable them to extend their circle of acquaintances and, more than all, afford an opportunity for an interchange of ideas by means of debates, essays and communications through THE STATION AGENT. The railroad clerks constitute a training school corps from which agents must be recruited. Is it not plain that any method that will increase their efficiency and enable them to obtain the advantages of the experience of older men in the service, as well as that of their fellow clerks, is sure to promote their own personal interests, as well as those of the company employing them? There is no standing still in the pursuit of success. Constant progress in all directions is seen on every hand. The good that has been done by associations such as these is evidenced every day. Why should not the coming agents organize as well as the ticket agents, freight agents and operators? There can be but one answer. We are here to help in the good work. This number will reach a great many clerks in railroad offices and from all such we request an honest expression of opinion on the subject, as well as their aid and co-operation.

OFFICIAL DEPARTMENT.



RAILWAY STATION AGENTS' ASSOCIATION.

GRAND OFFICERS

ALBERT CLINE, Pres., Allegheny, Pa.
G. W. MAXFIELD, First Vice-Pres., Columbus, O.
W. F. PRATT, Second Vice-Pres., Concordia, Kas.
W. K. JAMISON, Third Vice-Pres., Bonnieville, Ky.
W. J. DEGRESS, Fourth Vice-Pres., City of Mexico, Mex.
E. McMILLER, Secretary, Unity, Wis. C. CARLE, Treasurer, Mazon, Ill.

THE STATION AGENT OFFICIAL PAPER.

A POLITICAL DUTY TO BE MET.

To Members of the R. S. A. A:

It has been suggested that the third paragraph, Art. 2 of the constitution receive some attention by the various local divisions with a view to protect the interests of railway companies against hostile legislation. In a former issue of the official paper it was recommended that divisions bring the matter up for discussion at the annual meetings, and if advisable, seek a conference with the Railway Employees' Club of Minnesota, to devise some cooperative plan by which the end in view can be attained. What progress the society mentioned is making I am not informed but the Railway Station Agents Association will not shirk its duty on passing the question as a "dead letter." It will resent the inference that this clause was adopted for effect and that we are in no condition to deal with the subject owing to our occupation and the fact that we are too widely scattered. The association is determined to do all in its power and without unnecessary delay to check the career of the unscrupulous politician, trained to treachery and deception to attain his object—the spoils of office. To prove the strength of political combinations it will only be necessary to refer to the present political situation in Wisconsin, where a law was enacted compelling children of a certain age to attend school a given number of days during the year, and excluding the teaching of foreign languages with several minor stipulations. The law in effect is perfect and is generally being complied with, 'but the politicians in that state know how to "feather their nest" and are already at work among the non-English speaking citizens denouncing, in the strongest terms, the party supporting the law and those responsible for enforcing it. No time is lost in attempting to convince foreign born (who naturally enough still cling to the country of their birth) that their rights are in jeopardy and

that they must resent such interference by the progressive liberty-loving American. Although the next state election does not take place until the coming November it is already evident that the anti-Bennett law adherents will be successful. Good authority vouchsafes the information that the German Catholic and Lutheran denominations, bitter enemies as far as their religious belief is concerned, have organized and together will make a herculean effort to defeat the law and bring about its repeal.

This is but an illustration, yet it proves that justice stands in abeyance where office seekers predominate, their sole object being office regardless of the means to obtain it. The law enacted in the west and northwest, and the present agitation upon the question of reducing passenger earnings in Kansas is brought about in a similar manner as the situation on the school question in Wisconsin. Confiscation of private property in the west is at its height and until the Supreme Court of the United States reverses the decision already rendered against railway companies the people in those states favoring progress and civilization cannot expect private capital to seek that country for investment.

Under these circumstances the association has a duty to perform which will not admit of delay. Before the coming fall election we mean to be thoroughly organized to counteract the influence of those seeking to destroy the prosperity of the country for personal gain, under the guise that they are working for the best interests of their duped constitution.

Members are hereby urged to write the secretary or members of executive board giving their views as to the best means of procedure. Suggestions will receive due consideration and as soon as some plan decided upon will be promulgated in the proper manner.

Yours Fraternally,

E. McMILLER,

Grand Secretary

COMMENTS ON THE CHICAGO MEETING.

EDITOR THE STATION AGENT:

The station agents of this state had a splendid meeting at the Sherman house on the evening of March 22. Everything passed off pleasantly, and everyone seemed imbued with a desire to accomplish something in the near future. An efficient set of officers were elected and the prospects are that this division will boom if every one does his part, but it will be necessary for each one to do what he can. The suggestion of Brother Mills at the meeting was a good one that each member take a lay off of a few days and personally interview agents and by that means endeavor to secure some new members. The advisability of putting a solicitor in the field was discussed but not acted upon. I think the grand division should take this matter up and adopt some means of this kind for increasing the membership. Another subject we had under consideration was the amalgamation of the R. S. A. A. the I. A. T. A. and the Freight Agents' Association into one

organization. If this could be done I believe it would be a grand thing for all concerned. Personally I would like to be a member of each one of these associations, but the state of my finances will not admit of my doing so, while if they were all merged into one association we could all get the benefits that are to be derived from them, and the interests of all are identical. There are many reasons why this should be done but I cannot see any reason why it should not. Let us have a little discussion on this point through the official organ and get the views of all concerned.

Faternally,

Mazon, Ill., March 24.

C. CARLE.

NOTES BY THE EDITOR.

The most important work now before the association is the general convention to be held in Cleveland, Wednesday, May 21. Arrangements for this meeting will be published in full in the next issue of THE STATION AGENT. Members can rest assured that every thing possible will be done to add to the enjoyment of the occasion, and the delegates can depend upon having a royal time. The program has been partially mapped out. A business session will be held Wednesday forenoon. During the afternoon drives about the city and a visit to Lake View cemetery, where the Garfield monument is located, will occupy the time of the visitors. Another business session will be held in the evening. Thursday it is proposed to take the steamer to Put-in-Bay, the scene of the famous naval battle of Commodore Perry, and an island celebrated for its grapes and its splendid wine. This will also give the delegates an enjoyable ride of several hours on Lake Erie. The business of the convention will be completed Friday and that evening the delegates will leave for Niagara Falls, arriving there Saturday morning. Those who wish can return the same evening and others may remain over Sunday. This trip will certainly be appreciated by every delegate and will give those residing at a distance a chance to see the greatest wonder of the American continent.

The time is short before the date of the convention and every division should take steps at once to insure a full representation at the meeting. Secretary McMiller calls attention to the importance of this matter in his official circular to members. In addition to this we want to impress upon every member the necessity of making this contention a success. Perfect your arrangements now so as to be in attendance and don't let anything except illness or inability to secure leave of absence prevent you from doing so. There is much to be accomplished, not the least important of which will be the election of officers for the ensuing year.

A great deal depends upon the selection of officers; in fact the future of the association rests upon wise choice in this respect. Active, energetic, capable men, imbued with the proper amount of enthusiasm, can accomplish grand results during the next year. The costly experiments of the past must not be repeated. To the delegates we would say, do not elect this man or that, to a responsible office, because he is a good fellow or can make a tip top speech. Don't vote for a poor man because he happens to be present and you don't want to hurt his feelings. The association needs workers and not men who are after office because of the small amount of personal glorification it may bring them. Good men are to be found and there must be a careful examination into individual merits before hasty action is taken. It is hardly in place here to say whether or not the present officers will be candidates for re-election. This department is conducted by the editor and

anything he may say therein is not dictated by the executive committee, so far as it relates to their personal management. President Cline, Secretary McMiller and other officers have proved faithful to their trust and the association was never in a healthier condition than to-day under their management. It has been purged of its impurities and relieved of the dead load it has carried for years. If worthy successors are found for these gentlemen all will be well. We believe the convention will act for the best interests of the association.

Secretary McMiller calls attention to a political duty which all agents owe to themselves and to the service they represent. While railroad men are not, as a rule, good politicians, their influence in many localities is not to be despised and it should certainly be exerted to counteract the sentiment that is being fostered by pot-house politicians against railway corporations. Every agent should constitute himself a campaign committee of one in his locality and work to defeat the selfish and unjust aims of these legislative highwaymen. Study up the question and do what you can to educate the public to a proper understanding of the situation. You can do much to assist in the growth of a favorable sentiment towards railroads by always endeavoring to popularize yourself and your company in the estimation of its patrons. Kind, considerate and courteous treatment of the shipping and traveling public will remove many of the prejudices that now exist against railroads. This is a matter that deserves the serious consideration of all railroad men.

THE CLEVELAND CONVENTION.

To all Members:

For the information of those interested in the coming convention, and in reply to the communications which appears in the last issue it is here stated that arrangements for transportation are under way and will subsequently be made known through these columns. An interesting program is being mapped out and we can vouch that members and agents who contemplate being present will not regret their decision.

Among the committees to be appointed are reception, discussion and entertainment, each of these to be ably represented. The appointment of members on these committees will be made carefully with a view to assign each member according to his natural adoption. In this connection I would request secretaries to forward to me without delay a list of duly elected delegates and alternates so that these committees can be named and notified of their respective duties. The committee on reception will be selected from those in a position to decide at Cleveland a day in advance of meeting, to afford them an opportunity to make such preparations as their judgement may dictate, and that they may be on hand to receive and escort delegates and visitors to our headquarters.

The committee on discussion will consist of six members to whom will be assigned subjects for debate. These, however, are not restricted in their choice, and may, if they prefer, prepare a paper to be read and questions relating to station service or upon the duties of the station agent. The committee on entertainment will have charge of all matters pertaining to the enjoyment and entertainment of those in attendance. Although not yet appointed several brethren, among them our worthy president and respected editor, are already in charge and will shortly be reinforced by others who are equally determined to make the convention a thorough success. I would urge those divisions who have not elected delegates and alternates to do so at once and advise me of their names. If possible avoid selecting those not

certain to attend, if others are available. Under the present constitution each division is entitled to five delegates, and it is hoped each jurisdiction will send their full quota to make the attendance as large as possible. It is for the interest of divisions to be well represented. As their wants can be better made known by sending a full delegation than is possible by a scattered attendance. Blank credentials will be sent all secretaries as well as requests for transportation with necessary instructions.

Fraternally,

E. McMILLER, Grand Secretary.

STATEMENT OF KANSAS DIVISION.

To members of Kansas division:

Herewith I submit my report for the first quarter of 1890 ending March 31. While it is not just such a statement as I should be pleased to transmit, we have cause to be pleased at the showing thus made:

CASH RECEIPTS.

On hand end of last quarter.....	\$ 80.22
Received from membership fees.....	27.
Received from membership dues.....	105.50
Total.....	\$212.72

EXPENDITURES.

Grand Division one third Fees and Dues.....	\$ 35.75
Supplies from Grand Division.....	18.25
Local Expenses, Oct. 1 '89 to March, 31.....	16.85
Cash on hand end of present quarter.....	141.87
Total.....	\$212.72

MEMBERSHIP.

In division end of last quarter, 96, new members received, 9, reinstated 2, total 107. Suspended 4, members in good standing end of within quarter, 103.

Respectfully submitted,

A. H. HARVEY, Division Secretary

TO ALL AGENTS IN PENNSYLVANIA.

Greeting:

Your attention is requested in regard to our association which has been reorganized for mutual protection. It is rapidly growing numerically, its popularity has made it a success and will, at an early day, embrace every section of America. The worthy designs commend it to the unlimited confidence and support of the entire fraternity. It is not only the privilege, but the duty, of every agent to share in this fraternal organization, that the eyes of the thousands now upon us may see the extent of our brotherly strength and determination. In order to induce those who stand undecided to come over and help us, we make a special rate of \$2; which includes membership fee and dues up to July, 1890, also a copy of the extra edition of THE STATION AGENT, published on the 15th of each month, for one year. This offer is unprecedented and holds good but a short time. It therefore behooves you to be up and at work while the sun shines. No agent can stand in doubt as to his duty after familiarizing himself with our work, objects and intentions which are here appended.

We are an association organized to improve the talents of our membership; to strengthen the long neglected social and business ties by forming each other's acquaintance, there by spreading our fraternal fellowship from home to home until the unbroken column shall reach from sea to sea. We

are organized to guard zealously the trusts placed in our keeping, to maintain and promote the highest principles of fidelity, moderation and integrity, to oppose unconditionally strikes or sentiments emanating in that direction and everything detrimental to the interests of our employers. In the agents railway companies have one set of men who defend their interest, are always steadfast, and never have been found wanting. Enlightened railway managers stand by our organization with personal encouragement. If our principles were not sound the commendations would not be bestowed upon us. We are not organized to fight capital. Labor cannot live without capital, neither can capital without labor—both must work on a harmonious system. Nothing can be found in our constitution antagonistic to our employers. We propose to stand by them and make ourselves more useful than ever and to correct some abuses that have crept into our profession, but not by coercive or improper motives. You ask, Why can this not be done without organization? We answer: No reform was ever instituted without organization. Organization is a divine law: We look round us and behold it on every hand. We live and have our rights protected under one of the grandest organizations among men—the government of the United States—and within this grand government the people have formed themselves into myriads of churches and civic societies, each enjoying certain privileges, each subject to the laws of the country each endeavoring to effect some reform or to protect its members pecuniarily in case of disability or death, and if there is nothing to be gained by all these organizations, why do all these people belong to them? If no good is secured to the membership why not abrogate them and live in a socialistic community? How long would you like to live in such a community? Stop and consider this question. Had not our forefathers considered these ideas and founded the organization accordingly would we today enjoy the blessings we do? There is a vast amount of good to be derived from these forms of organization and why should not the station agents of this country enjoy the benefits derived through this association? They can, but each individual agent should take hold and lend a helping hand to make it what it should be—the most influential organization in the railway service. "In Union there is Strength," so let each agent consider the situation, and we are fully satisfied that after a thorough investigation no one can stand in doubt as to his duty toward the organization. In presenting the association to the army of agents in Pennsylvania, we do so with pride, believing it is to your interest as well as of your employers that you connect yourself with it, feeling fully satisfied that you will never regret the step.

Application blanks and any information you may wish cheerfully furnished by addressing,

Yours faithfully,

M. N. McGEARY, Secretary.

Approved, P. COLLIGAN, President.
Box 650, Parkers Landing, Pa.

THE QUESTION OF BONDS.

Passenger conductors on the M. K. & T. railway have recently received an increase in salary of \$25.00 per month on account of being required to furnish bonds. Station agents all over the country have been furnishing bonds for many years and who ever heard of one of us getting a raise on this account. I have my opinion why this is so and would like to hear from some general manager on this point. I notice our bonds in this part of the country cost us about one third less than three years ago. Thanks be to the agitation of this question which our association has kept up. There's nothing

like keeping the facts before the eyes of the dear people and perhaps before we are all gray headed there will come a day when hard work, honesty and true merit will be recognized more fully.

Downs, Kan.

W. M. PORTER,
Ag't Mo. Pac. R'y.

AN EMPLOYEES INVESTMENT COMPANY.

A number of agents and other employees of the Rock Island, Iowa Central, Burlington Cedar Rapids & Northern and Wabash railroads have organized what is known as the "Railway Employees' Improvement Company." The headquarters are at Grinnell, Ia., and the officers and directors as follows:

Officers, J. O. Bailey, president; Wm. Mousley, first vice-president; Geo. A. Pruden, second vice-president; I. S. Millard, third vice-president; D. M. Blasier, secretary. Directors: J. O. Bailey, agent C. R. I. & P. railway, Grinnell, Ia.; Wm. Mosley, conductor Ia. C. railway, Grinnell, Ia.; G. A. Pruden, Civ. Eng. Ia. C. railway, Marshalltown, Ia.; I. S. Millard, engineer Ia. C. railway, Marshalltown, Ia.; D. M. Blasier, operator C. R. I. & P. railway, Grinnell, Ia.; Ed. Kemmerer, agent Ia. C. Railway, Grinnell, Ia.; Geo. E. Paine, conductor Ia. C. railway, Grinnell, Ia.; H. T. King, U. S. express clerk, Grinnell, Ia.; E. M. Golden, clerk C. R. I. & P. railway, Grinnell, Ia.; Jno. Fox, agent C. R. I. & P. railway, Stuart, Ia.; E. G. Firkins, agent B. C. R. & N. railway, Rock Falls, Ia.; H. V. Peterson, agent B. C. R. & N. railway, Luverne, Minn.; Jos. Sloan, agent Wabash railway, Ottumwa, Ia.

The scheme is a somewhat elaborate one, but if rightly managed should be a good investment. The prospectus says:

The apparent need of something to improve the financial standing of those engaged in railway service, has brought about the formation of a company whose object is to provide for the want. It originated among railway agents but is intended to benefit all railway employees. To make this organization a success it is necessary to have a large number interested, owing to the fact that the majority of railway employees can invest but a little sum of money at a time. By making this organization a large one, the payment on stock can be made so low that all classes can take stock and be able to keep up their assessments without any great inconvenience. To accomplish this, the value of a share of stock has been placed at \$1.00, the rate of payment at \$1.00 per month. This allows 100 months or eight and one-third years for the payment of one share of stock. To provide for an expense fund, annual dues have been arranged for as follows: On one or two shares of stock there will be 50 cents annual dues. On each additional share there will be 25 cents, dues, providing the number of shares subscribed in any series of stock are taken out at the same time. The following table shows total cost on any number of shares stock one to ten:

No. Shares.	Annual Dues.	Monthly Installm'ts.	Total for One Year.	Total Amt. Paid per Share.
1	\$.50	\$1.00	\$12.50	\$104.25
2	.50	2.00	24.50	204.25
3	.75	3.00	36.25	306.40
4	1.00	4.00	49.00	408.50
5	1.25	5.00	61.22	510.65
6	1.50	6.00	73.50	612.75
7	1.75	7.00	85.75	714.85
8	2.00	8.00	98.00	817.00
9	2.25	9.00	110.25	919.15
10	2.50	10.00	122.50	1021.25

The number of shares any one person can hold is limited to ten. This is done to prevent capitalists from getting control and crowding out those of smaller means, also for advertising facilities.

The purpose of this organization, is to invest the funds that accumulate by this system of monthly payments in real estate in good growing localities. The opening up, colonizing and improving of these different locations, or of such of them as is thought best to place upon the market.

A temporary organization has been effected and while the matter is being agitated and worked up a subscription for the

raising of 1,000 shares stock is being circulated. As soon as the pledges for these 1,000 shares are received the first annual meeting will be called, a new board of officers and directors elected and the organization established under state laws. No dues of any kind are expected until these 1,000 shares are pledged and the annual meeting called.

Mr. Bailey is at the head of the organization and shortly expects to go on the road in its interest. He is a responsible and energetic gentleman and ought to make a success of his company. We will be able to give fuller details in another issue.

AN APPEAL TO THE WOMEN OF AMERICA.

Marion Harland, the friend and helper of women everywhere, has taken up the work of restoring the ruined monument marking the burial-place of Mary the mother of Washington. She says truly—in her appeal to the mothers and daughters of America to erect a fitting monument to her who gave our country a father—that "the sun shines upon no sadder ruin in the length and breadth of our land, than this unfinished structure."

The publishers of *The Home Maker* of which Marion Harland is the editor, offer as the contribution to the good cause, seventy-five cents out of every annual subscription of two dollars to the magazine, sent in during the next six months. Every such subscription must be accompanied by the words "For Mary Washington Monument." The offer is generous, and should meet with an enthusiastic response.

When you deal with a reliable house you can place reliance upon statements made by them about their goods. Messrs. A. T. Evans & Co., of 182 State street, Chicago, Ill., who advertise in this issue, are dealers of unquestioned reliability, and their goods are the best that can be bought for the money. Readers of *THE STATION AGENT* will make no mistake in dealing with them.

Subscribe for THE STATION AGENT.

F. & F., Cleveland, O., undersell all on Electric Belts, Suspensories, Batteries, Insoles, Corsets, and Bottled Electricity, the new cure for catarrh and pain. A fortune for agents. Book free. Address, F. & F., Cleveland O.

The Iron Guard Fence around the Union Passenger Depot at Cleveland, O., was furnished and erected by the Van Dorn Iron Works, Cleveland, O. See advertisement on back cover of book.

If you are in need of a Wire Fencing, Wire office railing, or other Wire Work read the advertisement of the Forest City Wire and Iron Works on the third page of cover.

Every station agent uses rubber stamps, and W. H. Dietz, the well known rubber stamp dealer of Chicago, is just the party of whom they should order any goods in this line. His attractive advertisement in this issue is self-explanatory.

Those suffering from rupture will find it to their interest to confer with the old and reliable house of De Garmo & Noble, 712 Broadway, New York, who make a specialty of treating such cases skillfully, advertised in this issue.

E. Taylor & Co., Cleveland, Ohio, are having a big sale for their electric goods. They are now putting out a \$5.00 Family Medical Battery that gives entire satisfaction, and fills all requirements of higher priced batteries for domestic use. Agents are meeting with big success selling them. Circulars are free, address E. TAYLOR & CO., Cleveland, O.

List of Members of the International Association of Ticket Agents.

NAME.	OCCUPATION.	ROAD.	ADDRESS.	NAME.	OCCUPATION.	ROAD.	ADDRESS.
Anthony Geo H	Tkt Agt.	A T & S F	Salina Kan	Gordon M	P. & T. A.	Penna	Bellaire O
Albert J W	"	Union Sta	Chattahoochee R Fla	Groenendyke S	Tkt Agt.	A T & S F	San Antonio N M
Allen J E	"	P C & P	Olustee Fla	Gates S J	D. P. & T. A.	L E & S L	Louisville Ky
Alexander G W B	A. Tkt. Agt.	Wabash	Keokuk Ia	Gaskill C J	Tkt Agt.	C & G T	South Bend Ind
Adair Alfred J	Pass. Agt.	C & Alt	St Louis Mo	Gunnip Geo T	Pass. Agt.	A T & S F	Cincinnati O
Aiken James	Tkt Agt.	P & W	Allegheny Pa	Gaul M E	"	L S & M S	Cleveland O
Amsden Frank J	"	West Shore	Rochester N Y	Gehm H V	A. T. A.	C C C & S L	St Louis Mo
Almquist A	" Clk.	G R & I	Grand Rapids Mich	Gehm H J	Tkt Agt.	C C C & S L	Shelbyville Ill
Appleby R L	" Agt.	P W & B	Wilmington Del	Gates D N	"	C M & S P	Albert Lea Minn
Allen A T	"	T & P	Bunkie La	Holverstott C K	"	N Y L E & W	Richwood O
Alworth F C	"	Fla South	Ocala Fla	Hall James M	"	C & N W	Mt Vernon Ia
Allen H C	P. & T. A.	N Y C & St L	Eric Pa	Hopkins W H	"	F C & P	Ocala Fla
Anderson T J	Pass. Agt.	B & O	Norfolk Va	Hill C F	"	F C & P	Citra Fla
Alsdorf W C	Tkt Agt.	B & O	Utica O	Hills A L	"	B & A & N L N	Palmer Mass
Bleckley E E	P. & T. A.	Mo Pac	Wichita Kan	Haase R C	"	B & O	Bellaire O
Brown Wm	Tkt Agt.	Union Sta	Cincinnati O	Hough U S G	Trav. P. Agt.	C R I & P	St Louis Mo
Burritt N A	"	D & H C	Pt Edwards N Y	Hedenberg J M	Tkt Agt.	Phila & Read	Milton Pa
Beerbower C S	"	F C & P	Jacksonville Fla	Holabird H C	D. P. A.	N Y L E & W	Cincinnati O
Burr Geo S	"	St L & S F	Neodesha Kas	Hambright W F	Tkt Agt.	Penna	Lancaster Pa
Brown Thomas A	"	A & P	Flagstaff Ariz	Hunter H M	"	N Y C & H R	New York N Y
Brewer W M	A. Tkt. Agt.	Union Sta	Corsicana Tex	Hartman G J	"	A T & S F	Newton Kan
Burke T C	Tkt Agt.	B & O	Wheeling W Va	Hunter G D	"	I & G N	Taylor Tex
Bonar W M	"	Mo Pac	Eureka Kan	Hawley P J	"	C M & St P	Lanesboro Minn
Bliss R C	"	N Y L E & W	Cincinnati O	Hamaker Wm H W	A. T. A.	P & R	Reading Pa
Blanton M N	"	F C & P	Hampton Fla	Hawkins J S	Tkt Agt.	Mich Cent	Grand Rapids Mich
Beal S O	"	R & D	Atlanta Ga	Hooper S K	G. P. & T. A.	D & R G	Denver Col
Buskirk F W	C. P. A.	Penna Line	Cincinnati O	Harrison G W	G. Traf. A.	W Va Cent	Piedmont W Va
Baker Jr C A	Tkt Agt.	L & N	St Louis Mo	Hazen G T	Tkt Agt.	Cent Vt	Windsor Vt
Ballard F J	"	J T & K W	St Augustine Fla	Howser C L	A. T. A.	B & O	Washington D C
Bailey A H	"	Tionesta Val	Sheffield Pa	Hardman C M	Tkt Agt.	Erie	Osborne O
Bowles Hugh G	"	C & O and K C	Maysville Ky	Hunt A S	"	C H & D	Troy O
Bates Charles D	"	Mich Cent	Au Sable Mich	Hughes J D	"	N & W	Burkeville Va
Brown Jas D	C. T. A.	L S & M S	Cleveland O	Hollenbeck J G	"	I D & W	Indianapolis Ind
Burgan H M	Tkt Agt.	West Md	Baltimore Md	Hunter James	"	C B & Q	Des Moines Ia
Brayton P B	P. & T. A.	N Y C & H R	Syracuse N Y	Hendrickson C F	A	C C C & St L	Cincinnati O
Briggs J L	Tkt Agt.	S L & S F	Joplin Mo	Hood E	"	M & N G	Jasper Ga
Blood E N	"	N Y C & H R	Buffalo N Y	Howes Wm	"	B & M	Wakefield Mass
Brown H W	"	P C & S L	Cincinnati O	Harris Geo L	"	Great North'n	Warren Minn
Butler Jno A	"	C & O	Ashland Ky	Jones C G	D. P. A.	O & M	Vincennes Ind
Baines J A	"	N Y C & H R	New York City	Jolly F M	D. P. A.	E T V & G	Jacksonville Fla
Brown F J	"	O I & W	Troy O	Johnson J W	U. T. A.	Union Sta	Birmingham Ala
Baughman B B	"	W & L E	Dalton O	Jones Wm A	Tkt Agt.	Fla Sou	Ocala Fla
Beck W F Jr	A. T. A.	Ills Cent	Iowa Falls Ia	Jordan W S	T. P. A.	C C C & St L	Indianapolis Ind
Boeckh J	Tkt Agt.	C M & S P	Lansing Ia	Jackson A I	Tkt Agt.	C M & S P	Monticello Ia
Benson Chas C	"	Me Cent	Lewiston Me	Jacobs W C	A. T. A.	Termin'l Ry Co	St Louis Mo
Bowes R L	"	C M & S P	Montevideo Minn	Jolley J W	Tkt Agt.	J T & K W	Rochelle Fla
Blackburn G C	"	Q & C	Cincinnati O	Jones E A	"	Ia Cent	Oskaloosa Ia
Comfort F M	P. & T. A.	Q & C	Vicksburg Miss	Jessup W E	"	So Pac Co	El Paso Tex
Cottrell R D	A. T. A.	Union Sta	Cleveland O	Jackman Chas M	"	Mo Pac	Andale Kan
Carrel M G	Tkt Agt.	Union Sta	Cleveland O	Knight J M	"	Q & C	New Orleans La
Collins Wm J	"	Q & C	New Orleans La	Kunze J A	"	St L & S F	Richland Mo
Colvin H J	Pass. Agt.	Can Pac	Boston Mass	Kendall H H	"	Old Colony	Sterling Mass
Caddick W A	A. T. A.	B & O	Allegheny Pa	Kirby E E	"	E T V & G	Atlanta Ga
Cummings S W	G. P. A.	Cent Vt	St Albans Vt	Kelley E D	"	Scio Val	Waverly O
Clark Jno A	Tkt Agt.	South Fla	Orlando Fla	Keeney F F	"	Penna	Pittsburg Pa
Collver D J	"	C C C & St L	Cleveland O	Kerr Neil C	T. P. A.	Q & O	Cincinnati O
Carpenter Henry	"	Penna	Pittsburg Pa	Kennedy Clif P	S. P. A.	M L S & W	Cincinnati O
Coder J Fred	"	P & R	Williamsport Pa	Knight G H	Tkt Agt.	C C C & St L	Springfield O
Carrick B S	"	C & Alt	Louisiana Mo	Lihon Henry	"	Union Depot	St Louis Mo
Crane C S	A. G. P. & T. A.	Wabash	St Louis Mo	Lafferty J H	"	B & O	Deshler O
Clark F D	Tkt Agt.	F & P M	Midland Mich	Leck Herbert D	"	Relay Depot	E St Louis Ill
Campbell T D	"	Nor Pac	Cleveland O	Lentz S R	"	Ill Cent	Arcola Ill
Carpenter G C	Tkt Agt.	L S & M S	Bellevue O	Longacre Saml	"	C R I & P	Guthrie Center Ia
Crumbler J H	"	Nor Cent	Halifax Pa	Lackner Edward F	"	U D Co	Denver Colo
Connor F W	"	Ill Cent	Hyde Park Ills	Lohmiller Wm	"	C & N W	La Crosse Wis
Crowe E. Frank	"	N & W	Blackstone Va	Ludlum John B	T. P. A.	M K & T	St Louis Mo
Cornwell O E	"	C M & S P	Columbus Wis	Longacre D W	A. T. A.	C R I & P	Blue Island Ill
Conard W B	"	Phil & Read	Philadelphia Pa	Leonard John H	Tkt Agt.	P & R	Shamokin Pa
Cary W H	"	K C M & B	Amory Miss	Larrabee J H	T. P. A.	O & M	Cincinnati O
Deming G	T. P. A.	S F & W	Jacksonville Fla	Laughlin J W	Tkt Agt.	Wabash	Antwerp O
Dye I K	Tkt Agt.	B R & P	Punxsutawney Pa	Lassen J C	"	B & P	Baltimore Md
Dunseith D C	"	Ill Cent	Springfield Ill	Lamond J F	"	G R & I	Mackinaw City Mich
Dargan J W	"	A C Line	Florence S C	Labbe Victor E	"	Ill Cent	Chicago Ill
Dunlap G B	"	B & O	Grafton W Va	Lee J T	"	N Y C & H R	Boston Corners N Y
Dozier Jno	"	F C & P	Ocala Fla	Lancaster W W	"	L & N	Selma Ala
Dickerson M F Jr	"	D L & W	Newark N J	Lutzenberger I P	"	Union Depot	Dayton O
Draper W C	"	B & O S W	Portsmouth O	Lockwood H A	"	L S & M S	Sandusky O
Dowell C A	"	C Ky of Ga	Savannah Ga	McDearmon J H	"	M & O	Humboldt Tenn
Dayle Jno J	"	West Md	Baltimore Md	Martin C L	"	B & M	Reading Mass
Doller Chas	"	D & C S N Co	Cleveland O	Marsh C E	"	Mo Pac	Independence Mo
Davis J O	"	C A & C	Cuyahoga Falls O	Mays J F	A. T. A.	S F & W	Jacksonville Fla
Davenport J E	P. & T. A.	S L A & T	St Louis Mo	McPherson C R	Pass. Agt.	Can Pac	Boston Mass
Doanley L W	Chief Clerk	N C & St L	Nashville Tenn	McCollum C L	Tkt Agt.	C M & St P	Twin Bluff Wis
Dart J A	Tkt Agt.	Mich Cent	Ridgetown Ont	Marshall J E	"	S F & W	Jacksonville Fla
Day H E	"	F C & P	Gainesville Fla	McCormick J J	"	P & L E - B & O	Pittsburg Pa
Diehl Cary	"	C & N W	Sac City Ia	Mantz Harry P	A. T. A.	M K & T	St Louis Mo
Ebbets E W	"	Union T O	Jacksonville Fla	Murdock R H	Tkt Agt.	Penn	Corry Pa
Ellis C F	A. T. A.	Union Sta	Cleveland O	McGrillis Mark A	"	Penn	Philadelphia Pa
Emery E T	Tkt Agt.	Mo Pac	Sedan Kan	Miller Jno A	"	C C C & St L	La Fayette Ind
Eberle Jno P	Pass. Agt.	M & O	St Louis Mo	Morris H E	P. & T. A.	L E & S L	St Louis Mo
Ellis Chas	A. T. A.	Ken Cent	Butler Ky	Murray J A	Tkt Agt.	L & N	Glasgow Ky
Elliott Alonzo	Tkt Agt.	C & M R & M	Manchester N H	Minton J V	A. T. A.	H & T C	Bremont Tex
Ford B F	Tkt Agt.	L S & M S	Hillsdale Mich	McClannahan M	Tkt Agt.	West Md	Williamsport Md
Fuller M C	"	B & O	Piedmont W Va	Matthews T	"	N Y L E & W	New York N Y
Freshour H C	"	Sci Valley	Ashland Ky	McCoach J W	"	A T & S F	Sterling Kan
Fernald Wm F	"	B & M	Old Orchard Me	Moore D H	"	C M & S P	Sheldon Ia
Fagan J J	T. P. A.	Ohio Valley	Evansville Ind	Morgan G W	"	Mo Pac	Conway Springs Kan
Fitzgerald T J	A. T. A.	Terminal Ry	St Louis Mo	Magee W D	A. T. A.	C M & S P	Monticello Ia
Fisher H S	Tkt Agt.	D & C S N Co	Detroit Mich	Maize H D	Tkt Agt.	Erie Ry	Springfield O
Fisher Wm H	"	C C C & St L	Wellington O	McCoy Jno F	"	B & P	Washington D C
Poster W P	T. P. A.	Mex Cent	St Louis Mo	McGrew S S C	C. C. to G. P. A.	P & W R'y	Cuyahoga Falls O
Planders A C	Tkt Agt.	C M & S P	Portage Wis	Miller A S	G. T. P. A.	C H & C	Akron O
Fisher Robert T	"	C & O	Richmond Va	Miner C E	"	Mex Cent	St Louis Mo
Falvey P J	"	C B & Q	Chicago Ill	Martin John R	Tkt Agt.	N & W	Farmville Va
Frazer E	"	O & M	Jeffersonville Ind	Magoon E D	"	C & W M - GR & I	Muskegon Mich
Gladding C D	"	B & M	Philadelphia Pa	Morgan Wm A	"	C & N W	Lake Forest Ill
Green C A	"	J T & K W	Jacksonville Fla	Mathews A J	"	N Y C & H R	White Plains N Y
Graff Jacob V	"	Chat Lake	Jamestown N. Y.	Miller J L	P. & T. A.	C C C & St L	Dayton O
Gunn F L	"	N Y & N E	Springfield Mass	Morley Thos	Tkt Agt.	C & N W	Chicago Ill
Gibson Chas L	A. T. A.	Union Sta	Cleveland O	Murdock T A	"	Penna	Milton Pa

NAME.	OCCUPATION.	ROAD.	ADDRESS.	NAME.	OCCUPATION.	ROAD.	ADDRESS.
Marsh James N	T. A.	CCC & St L	Columbus Ind	Wetherbee W S	" "	NYNH & H	Middletown Conn
Nelson Jno S	" "	AT & SF	Hot Springs N M	Waters M B	G. P. A.	P. L. Strs	Albany NY
Newell P J	" "	Com River	Williamansett Mass	Welch David N	T. A.	Wis Cent	Glidden Wis
Neer N J	" "	O & M	Springfield Ill	Walker C R	U. T. A.	J T K & W S F	Sanford Fla
Noelke C D J	" "	NYWS & B	New York NY	Witman John F	T. A.	Phila & Read	Reading Pa
Odell O H	" "	CH & D	Ottawa O	Winn M E	" "	CSP & K C	Sumner Ia
Ogden Geo D	" "	Penna	Homer Pa	Williams John L	" "	M K & T	St Louis Mo
Oberg Chas	G. A. P. D.	C & Alton	New York NY	Wintersmith C G	" "	L & N	Elizabethtown Ky
Oden C C	T. A.	Union Dep.	Dallas Tex	White J R	" "	F C & P	Citra Fla
O'Brien J A	" "	CSPM & O	Augusta Wis	Wilgus J	" "	Ill Cent	Ashley Ill
Pingree W H	" "	BC & M	Pierce's Bridge N H	Walz J V	" "	Union Sta	Evansville Ind
Peck C W	" "	FC & P	Jacksonville Fla	Whitford J M	" "	T St L & K C	Edwardsville Ill
Partridge B W	" "	FC & P	Monticello Fla	West C E	" "	C & O	Guyandotte W Va
Pravitz T R	" "	St P M & M	St Paul Minn	Westlake H B	" "	CRI & P	Menlo Ia
Parkhill G A	" "	S F & W	Jacksonville Fla	Wight C A	" "	B & M	Newmarket N H
Pagel George H	" "	Union Sta.	Chillicothe O	Wheat D M	" "	3 C & St L	Sheldon Ills
Penniman F E	A. T. A.	B & A	Worcester Mass	Wemple L C	A. T. A.	C St P & K C	Sumner Ia
Peterson H V	" "	BCR & N	Luverne Minn	Wilson S A	T. A.	SL & SF	Marshfield Mo
Pendans Geo W	" "	J T & K W	Enterprise Fla	William Leander	" "	Penna	Orange N J
Parrish W H	" "	PC & SL	Newark O	Woody A L	" "	N & W	Crewe Va
Patton Wood	" "	CH & D	Dayton O	Whited Elias H	" "	LS & MS	Chicago Ill
Perry A D	T. P. A.	C & A	Indianapolis Ind	Young C B	" "	W J & C & A	Atlantic City
Pillsbury J W	T. A.	B & OSW	Cincinnati O	Zent J M	" "	Wabash	Auburn Ind
Peyton John A	T. P. A.	K & O	Charleston W Va				
Peebles J H	" "	NC & SL-W & A	Chattanooga Tenn				
Palmer S H	" "	Mich Cent	St Thomas Ont				
Quinker A B	" "	ETV & Ga	Macon Ga				
Quintance Marion F	" "	GR & I	Petoskey Mich				
Rice W F	" "	FC & P	Arredondo Fla				
Rykert Gilbert M	" "	LS & MS	Westfield NY				
Rutherford C A	" "	CRI & P	Wichita Kan				
Rowe D S	" "	NYLE & W	Corry Pa				
Robbins N Jr	" "	GT Co	Grand Haven Mich				
Ruddick J L	" "	AT & SF	Ellinwood Kan				
Rugg F M	A. T. A.	L & N	St Louis Mo				
Rincerson W C	A. G. P. A.	NYLE & W	Cleveland O				
Reed Grant	A. T. A.	TAA & N M	Dundee Mich				
Robbins J A	T. A.	Dearborn Sta	Chicago Ill				
Rodes I T	" "	NC & St L	Fayetteville Tenn				
Reed J A S	G. Trav. A.	UP Ry	Chicago Ill				
Rouse C S	T. A.	St L & SF	Stoutland Mo				
Ramsey Elwood	" "	Ill Cent	Chicago Ill				
Rossman A C	T. A.	P & R	Chestnut Hill Pa				
Rodman W S	" "	W Md	Chambersburg Pa				
Schroeder F E	" "	Conn R-B & M	Northampton Mass				
Stephens Jas E	A. T. A.	Union Sta	Cleveland O				
Stapleton Jno G	" "	S F & W	Ocklocknee Ga				
Simmons A J	" "	J T & K W	Lady Lake Fla				
Spencer L E	Pass. Agent	B & O	Boston Mass				
Swift S T	T. A.	J T & K W	Deland Fla				
Strait B B	" "	Q & C	Lexington Ky				
Shaner O E	" "	Orange Belt	Sanford Fla				
Smith Robert M	" Clk.	C & WM	Muskegon Mich				
Snow F O	" Agt.	Hot Springs	Hot Springs Ark				
South E E	" "	B & M	North Berwick Me				
Seal M R	" "	CCC & St L	Terre Haute Ind				
Shaw A M	T. & P. A.	BZ & C	Bellaire O				
Smith T T	T. A.	Penna	Birdsboro Pa				
Spurrier R E	" "	CM & S P	Lennox S D a				
Stevenson R G	" "	Union Sta	Garrison Mont				
Smith Floyd L	" "	CH & D	Cincinnati O				
Swift Ed	D. P. A. & T. A.	O & N W	Portsmouth O				
Smith R T	T. P. A.	Wabash	Cincinnati O				
Smith C W	T. A.	B & O	New York NY				
Scoffern R F	T. A.	T & P	Dallas Tex				
Scott F E	T. A.	CRI & P	Bucklin Kan				
Schrivver E	T. P. A.	Gt Northern	Chicago Ill				
Shaffer W N	T. A.	NYLE & W	Carbondale Pa				
Smith Geo K	A. T. A.	Wabash	Antwerp O				
Strader S M	C. T. A.	B & O-C & C M	Columbus O				
Sefton Geo M	" "	O & M	Madison Ind				
Seeley W E	" "	Big Four	Charleston Ill				
Stratton B S	A. T. A.	CB & Q	Aurora Ill				
Strong H C	T. A.	TAA & N M	Dundee Mich				
Shults J L	" "	C & N W	Baraboo Wis				
Sims J M	" "	TAA & N M	Vernon Mich				
Steen F L	" "	O I & W	Veederburg Ind				
Stoll John H	" "	E & T H	Sullivan Ind				
Shaw W M	T. P. A.	Penna	Mount Joy Pa				
Sellers D E	" "	CB & Q	Cincinnati O				
Sullivan F D	T. A.	R & D	Chapel Hill N C				
Spaulding C F	" "	CSPM & O	Eau Claire Wis				
Thompson S B	P. & T. A.	CM & S P	McGregor Ia				
Taylor G W	Pass. Agt	FC & P	Lake City Fla				
Tucker H H	T. A.	ACL & P A	Jacksonville Fla				
Thompson E W	Pass. Agt.	DL & W	Sherburne NY				
Tucker Chas H	" "	CRI & P	Boston Mass				
Tate Wm	T. A.	Union SS Line	Cleveland O				
Turner E W	" "	C & N W	State Center Ia				
Twachtman L C	" "	Fitchburg	N Hoosick NY				
Trusdell M H	" "	O & M	St Louis Mo				
Thompson A E	" "	BCR & W	Albert Lea Minn				
Tisher S A	" "	D & CSN Co	Cleveland O				
Tosbert R P	" "	CI & D	Iowa Falls Ia				
Talwadge Geo F	A. T. A.	Penna	Washington D C				
Teas W S	T. A.	CM & St P	Hastings Minn				
Triay A T	" "	L & N	DeFuniac Sp'g's Fla				
Upson W P	" "	J T & K W	Palatka Fla				
Venneman T W	" "	NYLE & W	Lockport NY				
Vanier Jno P	" "	Union Office	Evansville Ind				
Vankuren L S	" "	Penn R R	Philadelphia Pa				
Van Allen W E	" "	AT & SF	Baldwin Kan				
Van Ostrand E T	" "	J T & K W	Palatka Fla				
Van Campen C	" "	CJ & M	Allegan Mich				
Wallace S H	" "	C & N W	Rochester Minn				
Wallace DeLance	" "	Penna	Philadelphia Pa				
Wright R W	" "	CRI & P	Colby Kan				
Wood C V	Editor.	Station Agent	Cleveland O				
White J L	T. A.	P & L R	Pittsburg Pa				
	" "	B & A	Boston Mass				

JUDGE COOLEY'S WAY.

A railroad ticket agent in commenting upon the indiscriminate cutting by brokers, told this: "Judge Cooley has a way of rounding up the scalpers that puts a stop to their operation in short order. He does not wait for the railroads to bring in evidence against them, but just goes out on a still hunt by himself, and generally goes home with his bag full. The last time he was in Chicago he dropped in sort of incidentally upon one of the most obnoxious of the brotherhood, and brought him into camp in a manner which gave the other scalpers cold feet for a month.

"What can I get a ticket to New York for?" said he, leaning confidently over the counter and tipping a wink to the man behind.

"Seventeen," replied the broker briskly.

"Can't you do any better than that?" replied Judge Cooley persuasively. Well, the broker thought that he could, and finally arranged to give the judge four tickets way down below the legal rates.

"Well bring them around to my room at the Grand Pacific, to-night," said the judge. "Haven't the full amount with me." So at the appointed hour the broker appeared at the rooms of the judge.

The judge received him kindly. "Hold up your right hand," said he casually. The broker did so with some amusement. "Now," continued the judge, "do you swear to tell the truth, the whole truth, and nothing but the truth?"

"I'll be d-d if I do anything of the kind," said the broker, as his expression changed to blank amazement, and his hand dropped like a shot.

"Oh I guess you will," returned Judge Cooley, with a careless drawl, "here's my friend the United States marshal, sitting by my side, and you will be given over to his custody if you don't. So, now sit down in that chair and tell Judge Cooley, of the Inter-state commission, all about those tickets you offered to sell him below the legal rate this afternoon. I want to know exactly how much each road got for them and your commission."

The broker fell in a limp heap in the chair, and before he left the room the Inter-state commerce commission had exacted some information which struck the brokers all in a heap the day after.—*Minneapolis Tribune*.

Have you sent for the catalogue of Howard S. Ingersoll, manufacturer of dove tail rubber stamps, 46 Cortland St., New York? Mr. Ingersoll's production is new, practical and controlled exclusively by him. The type, in consequence of the dove tails, are interchangeable, giving this stamp a much greater utility than stamps with fixed rubber type. Better arrange to handle these goods if you have not done so already.

APPOINTMENTS.

P. M. Hanson has been appointed agent of the Lehigh & Wabash Despatch at St. Louis, Mo.

F. D. Bush takes the district passenger agency of the Louisville & Nashville at Atlanta, Ga.

C. B. Dean has been appointed northwestern passenger agent for the Erie with office in St. Paul.

J. W. Dickinson has been appointed traveling auditor of the Louisville & Nashville, in place of Horace Prince, resigned.

J. T. Parnell, has been appointed agent of the Atlantic Coast Line, at Darlington, S. C., in place of B. K. DeLorme, resigned.

Henry A. Gross has been appointed general eastern passenger agent of the Chicago & Northwestern, with headquarters in New York.

O. E. Jones, formerly St. Paul city ticket agent of the Kansas City division, has been appointed city ticket and passenger agent at St. Joseph, Mo.

E. H. Johnson has been appointed live stock agent for the Northern Pacific, vice R. B. Wilson, appointed general agent at Helena for the Northern Pacific.

F. H. B. Beale, who has been joint agent of the New York, Lake Erie & Western and Chicago & Atlantic roads at Marion, Ohio, for eight years, has resigned that position on account of failing health.

A. E. Smith has been appointed commercial agent of the Kansas City, Memphis & Birmingham, with headquarters at Birmingham, Ala., and S. W. Swanson, traveling passenger agent at the same point, to succeed A. N. Bowden.

B. K. DeLorme has resigned his position as agent of the Atlantic Coast Line at Darlington, S. C., and will accept the agency of the Charleston, Sumter & Northern railroad at Sumter, S. C. Mr. DeLorme is a good agent, and will make a valuable man for the C. S. & N.

E. C. Janes, passenger agent of the Valley at Akron, has tendered his resignation to take effect April 1. He has accepted the position of general agent of

the Pennsylvania freight lines, which, on that date, will be vacated on the retirement of James Stewart. Mr. Janes headquarters will remain at Akron.

A. M. Mozier, superintendent of the western division of the New York Pennsylvania & Ohio, announces that Mr. M. B. Dickerson is appointed agent at Marion, Ohio, and Marion Junction Ohio, vice T. H. B. Beale, resigned. Mr. John F. Mumford is appointed agent at Galion, Ohio, vice M. B. Dickerson, transferred. Mr. F. W. Ganyard is appointed agent at West Salem, O., vice John F. Mumford, transferred.

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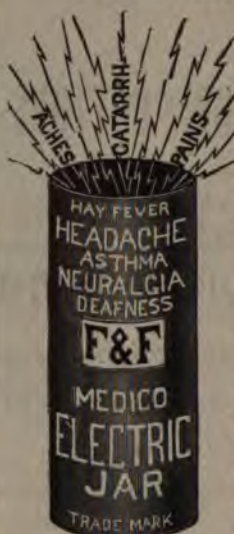
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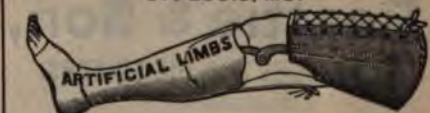
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The Station Agent.

A monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

[ENTERED AT THE POST OFFICE, CLEVELAND, OHIO, AS SECOND-CLASS MATTER.]

VOL. III.

CLEVELAND, OHIO, MAY, 1890.

No. 3.

WORKINGS OF A WESTERN STATION.

[Written for THE STATION AGENT by E. F. Edgecomb, freight agent of the K. C. F. S. & M. R. R. Co., Kansas City, Mo.]

BEING a constant reader of THE STATION AGENT from its first issue and having read the several articles on the workings of large stations, like the majority of agents having at heart the good of the cause, I cannot refuse the request for a communication from me on this subject, being a member of the Kansas City division of the National Association of Local Freight Agents.

I watch with interest the pages of THE STATION AGENT for articles on this subject. I have always endeavored to keep up with new plans, discarding gladly old rules for new when they have the slightest appearance of an improvement. The actual and practicable workings of a large station is a voluminous affair, if an attempt is made to reduce the working of each and every department into print and as "circumstances alter cases," the plans adopted at one terminal station will by no means answer at others. I refer more particularly to the facilities as to yards and the system of accounts adopted by the different roads. For over six years east of the Mississippi river I handled large stations where the monthly balance of

account system was in vogue, while west of the river daily balances seem to have the lead. It must be admitted that for peace of mind to an agent as to how he stands financially, the latter plan is far more desirable, but as to the smooth working of the different departments or the handling of the work of the

station the monthly system is far more preferable. So that rules or regulations must vary to suit the situation. Our freight house is located on Twelfth street facing north with two long team tracks on the west side and six on the east side of the house so that bulk and package freight can be delivered and received under the supervision of our depot master, (as they are termed in the east or foreman in the west.) South, beyond our freight house and team track or bulk yards, is our main yards for receiving and forwarding trains—consisting of tracks commencing at No. 1 and ending at track No. 30. These tracks are divided, the east side for inbound trains and the west



A. C. FLANDERS,

Ticket Agent, C. M. & St. P. R'y, La Crosse, Wis.

side for out-bound, with hold-tracks on each side set apart for storing cars waiting billing from connecting lines that are out-bound and cars we are holding for orders that are inbound. From this yard our tracks to connecting lines and private tracks take off. South beyond this yard is an extra yard for "bad order" and

over supply of cars. The yards described as above will hold about 1200 cars and leave room for handling our business, yet we can take care of a couple of hundred more without much inconvenience. As soon as a freight train arrives our yard clerk takes the seal record, both as to side and end doors and cards the car under the direction of our route clerk who has his office in the main yards. The route clerk is furnished with all routing instructions issued by the general office, so there is no delay in disposing of a train. Our cards are square red, white and blue and round red, white and blue, square white with broad black stripe across, so that we have an entirely different card for each of our connecting lines and also one for the house. On team and hold tracks the train while being carded, is pulled up to the scale and each car is weighed and switched to proper tracks as soon as carded. The yard clerks' list of the train is at once sent to the office; the route clerk checks up his way-bills showing on the face of same how cars were disposed of and the scale weight of each car and they are then sent to the main office. These way bills are then checked against the yard clerks' list to see that none have been lost by the revision clerk whose duty it is to revise each way bill and to correct, weights, rates and extensions. The way-bills for package or house freight are sent to the depot master who enters them in his tally book and they are then returned to the expense bill makers along with the way-bills for the car load. The route clerk's notation on these bills is recognized as to the distribution of expense bills after being made. Way-bills are then passed to the abstract clerk who enters them in his freight received book, giving us an exact copy of the way bill for our reference. Expense bills are passed to a report clerk who enters them in the "Distribution of Expense Bill" book, said book having columns headed:

Pro.No.—City.—U. P.,—Wab.,—Han. Ry.,—K.C. & C. B.,—C. K. & N.,—C. R. I. & P.,—C. M. & St. P.,—Mo. Pac.,—K. C. W. & N.—W., K. C. & S. & c

The footings of this book must balance with the "Freight Received," book so that should an expense bill maker leave off \$15 or \$20 the abstract and report clerk will discover it in time to catch the oversight. The way bills are then abstracted and forwarded to the general office, said abstract serving as a double check, as it must balance with the "Freight Received" book and the "Distribution of Expense Bill" book. Expense bills entered in the city column are passed to the cashier and those for package freight for connecting lines are sent to the freight house foreman to load the freight into cars for the connecting line freight houses. The car load expense bills for connecting lines are sent over by special messenger. Thus we dispose of a train and its way bills, except the

cars sent to "hold" tracks by the route clerk, which are ordered carded for final destination as instructions are received from consignees. We allow all cars for city firms to pass to "hold" tracks unless we have a previous order to send to private, team or connecting line switches. We notify all car load and perishable shippers by telephone and others by postal cards. We have no memorandum way bills, therefore all cars are received and forwarded on the regular way bills and we are never bothered about wiring or punching up some other fellow by wire for billing.

None of the articles on this subject have ventured to explain how the outbound trains are handled, yet I suppose it was not considered necessary, as the usual way is to make the way bills and get them to the yard as soon as possible, the sooner the better. Any delay after that would lay on the transportation department. Too many safeguards cannot be put out to ward off errors or mishaps, such as the losing of a bill or some being overlooked. We have a blank headed as follows: Int—No. W B—Date Contents—From—To—Road From or Track—Forwarded in Train—Remarks. As soon as the days work is over each way bill is entered on this sheet and the same is handed to the car man who is expected to fill out the train each car was forwarded on. By this check sheet we know how many billed cars are being laid over and can at once detect any delay to packing house products or time freight. If there is any unreasonable delay we make a note of the cause in the remark column. After these sheets show all cars as having been forwarded, they are handed to our trace clerk as a handy record for him in answering his tracers. As soon as our day's billing is completed our revision clerk for outbound business comes on duty, revises the billing, carefully comparing tissue way bill books with the dray ticket in every particular, with an eagle eye on the back charges prepaid, destination, omission of shipper's order, notify &c &c. We have found that this prompt and careful revision of outbound billing saves us from disgrace many a time and at once informs us which one of our bill clerks is careless. We have adopted the same plan in checking our expense bills back with the original way bill to make sure that there is no omission in the wording before letting them out. It is not necessary as to the revenue on same, as our daily balance will keep that straight.

All dray tickets, after being checked with the tissue way-bill, are entered in a book called the distribution of back-charges, with the same heading as our "Distribution of Expense Bill" book, and the total of each of these columns must balance with the advance charge column on our daily abstract of freight forwarded. The two books, "Distribution of Expense Bills" and "Advance Charges," at once show

us the amount due us daily, as well as the amount we owe connecting lines. In our settlement with connecting lines, all we have to do is to draw off a settlement from the distribution book, which will need no footing, as the book shows total footing as previously made at the close of each day's business; and when statement is received from a connecting line, we only have to check the same with our "Distribution of Expense Bill" book. We never settle on the difference between the amounts due but issue drafts for the full amount as per statement rendered. Each distribution book has a column for the date paid. The interchange of merchandise from and to connecting lines, is handled entirely by car; and when a platform car reaches connecting line, a joint check is made and a receipt taken at the time with all notations as to the extent of O. S. & D. made on the face of receipt by a joint agreement between the two check clerks. When a platform car reaches a foreign platform, we are telephoned for a check clerk, and one is immediately sent. We follow the same plan when private parties are loading a car of package freight for us any place in the city, so that we are enabled to do away with that much complained of notation on bills of lading—"shippers load and count." To have in hand the information we desire as to any delays that might occur on merchandise cars to and from connecting lines, we have our check clerk inform us of any car that he fails to get a joint check on in proper time. Such cars coming to us, bear a card; for example "Wabash railway to K. C. F. S. & M. railway freight house, March 20," which is removed by our foreman, the hour and date handled, all put upon the back of the card, and all cards are preserved for future reference. Our entire in and outbound business is handled as stated before, on regular way bills. The color of the way-bills indicates the class of freight contained in the car as follows: light green, perishable freight; light red, time freight; light yellow, ordinary freight; so that a conductor or yard man need not turn over his waybills to see the printed notation, but can at a glance distinguish which car should have the preference. In order to keep a check on cars coming to us from connecting lines all through and expense bills are delivered to our car clerk, who enters opposite the car number on his car book, the proportion, number and date received; so that the car book will show each day all cars received without billing.

Twenty years ago, an agent need not adopt so many precautionary measures; nor, did he need to be a walking encyclopedia of his own office. Before the days of that troublesome telephone, customers would call for the information desired, and you could hold him or them, until you could gather the information desired from the probably misplaced, worn backed book in the dusty record room.

While now, it is a ring, a "hello," and, "where is car 1939?" "On track 26, near the north end." If you cannot at once give the desired information, you might as well resign. Ring, "hello," "Oh! I forgot; What are the charges on car 1939 and who is the shipper?" Twenty times a day we are disturbed while in the center of an old, pigeon-holed claim, to answer just such questions, which must be answered, and answered quickly too, or you will have a long letter of complaint from your general manager, attached to one from the customer, date, with hour and minutes shown, just five minutes after he failed to get satisfaction to his inquiry. In order to overcome trouble of this nature, an agent must have his records in good shape, compiled daily; no loafing among the boys; with all the information of his office boiled down, in as compact and handy order for ready reference as possible, even at his finger ends; for as the questions come to him by electricity, nothing short of a lightning-like reply will satisfy.

Most agents when called to the "phone" for information, as to the charges on a certain car, go rushing to the cashier's office, look for letter B, turn through the expense bills, and discover the bill missing; collector has it out, or it has not yet been distributed. He rushes to the car clerk for date of arrival, turns to the "Freight Recorded" book, looks over 15 or 20 pages of the book, and finally finds it; but, in the mean time, his customer has rung off. Here is my handy reference for just such cases as mentioned above; we have placed near our "phones," two index books, marked, "Outbound" and "Inbound" These books are indexed as follows: No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 0, about 25 pages are allowed for each number. The inbound book is headed "Car No.," "Pro.," "Date." The outbound book is headed, "Car No.," "W-B," "Date." Every car that is forwarded or received loaded, is entered in the proper book, always using the last figure of the number to be entered, to decide which indexed number it belongs in. Thus; Cars 1929, 14599 and 729 would all be entered in the 9's index. This index will enable you to almost immediately place your finger on the item desired, giving you the proportion on which same was received, or the way-bill on which same was forwarded, which once determined, it is an easy matter to turn to your "Freight Received" book, and find the billing referred to, the proportion numbers of which run consecutively.

For the last seven or eight years I have seen the need of some such handy reference as above in order to overcome the usual delay in imparting information both to customers that call in person and those using the telephone and I am sure that if any of the many agents who are readers of this journal will give the index book system a trial they will be fully convinced

that it is a step in the right direction and will not discard it under any circumstances. It is only the work of a few minutes to keep up the posting of these books so that the system is not at all an expensive one. From my experience since adopting these books they answer the purpose for which they were intended and more to; in fact almost every department in the office uses them. The claim clerk has a large claim for which he must furnish billing reference and has nothing to go by but the original bill of lading. The index book is the first book he turns to. Also the trace clerk finds them of much service in promptly disposing of his papers.

In order to handle a station successfully an agent must have good, steady and reliable men and he must not look upon them as mere machines to come and go at his call but be as friendly with them as he is with the outside world, giving them to understand that if they are faithful to the duties of their positions, they will be rewarded by promotion as fast as circumstances will allow. Our idea of the division of men into departments is as follows: A chief clerk should have charge of all the departments except the cashier and foreman and any order issued to these departments should go through him. The way-bill, the car, the expense-bill, the trace and claim departments must all have a head such as the chief way-bill clerk, the chief claim clerk, etc., who must handle and be responsible for all the men in their respective departments, lay out the work for them and direct them in its execution. Better work can be secured by placing one man as chief of his department as a man with a title, although it be only a small one, feels the responsibility and his work brings him in contact with his men more than the chief clerk or an agent possibly could. He at once learns his men and in order to save himself from disgrace or reproach will make known to chief clerk any irregularity arising in his department brought about by the men under him. A chief clerk must therefore only issue orders to the departments through the chief. The cashier's department is one that an agent should not place subject to orders from any one but himself, for then there can be no one but the cashier or himself to blame if the mighty dollar turns up missing. A foreman of the platform, the head of the labor department, should receive his orders direct from the agent as the labor expenses can fluctuate so under careless management that it might be actually as well that the "mighty dollar" had turned up missing or had never been earned. A chief clerk has no time out of his office and should therefore not have charge of yard clerks. An agent handling direct the chief clerk, the cashier, the foreman and yard clerks will find out that if he does his duty and his whole duty he will have no time to write an article for THE STATION AGENT

unless he burns the midnight oil. [We will furnish oil, and cigars for solace in the bargain, for such an article. ED.]

One of the important modern acquisitions to a station agent who handles a large force of men is a short hand man and type writer. No local freight office is fully equipped without one. Many a time an agent finds on his hands three or four days solid work with ink and pen laying on his desk that must be cleared up. All the other departments are hustling to keep their work up and there is no help to come from them. He must let all else go and dive into it when, if he could by an hour's dictation clean it all up and get out with a keen eye to the interest of the company he represents, he could get pointers enough to buy a dozen machines. A live wide awake agent will (in the time gained) make for his company in one month enough to pay a stenographer a whole year. No agent is worthy of the name unless he is able to give his superior officers eight or ten letters a week in the way of pointers that will, if followed up, bring business to the company he represents.

We had intended not to venture into the explanation of the system of record of cars for fear of using too much space in your valuable journal, but will do so and give you the privilege to cut it out without offense.

Our records in the office consist of three books one for all cars belonging to our own line, one for all foreign cars numbered from 1 to 9999 and one for cars numbered from 9999 to 80086. These records are posted daily from the switchman's list and train list in and out, so that we can show movement and disposition of every car handled at the station. For posting these books yard clerks furnish us lists of all trains in and out, for record of cars from and to connecting lines. The foreman of each crew sends us a switch list of each car moved and all loaded cars moved from a private track to a private track, connecting line or team or delivery tracks must be accompanied by a written order from the firm loading and a switch list.

The order is for the purpose of collecting the charges for service rendered and the switch list to show record of movements of cars serves as a check against said collection. Foremen are not required to make a switch list of cars moved from track to track, in the main yard or when we move cars for the convenience of the company or in switching for the purpose of making up trains. For the purpose of knowing the situation of our yards and in order to quickly locate what track cars are standing on, a complete record of the yard is taken every morning early on a large sheet for this purpose. All foreign cars belonging to the same road are entered in the same column. All cars belonging to our own system are entered in

the column to which they belong, using the last figure to designate which they belong to. For instance all cars ending in one belong to column 1. All cars ending in two belong to column No. 2. In entering these cars in this column there is space left opposite each car number, so that clerk in making entry at the time of taking car number states what track they are on and loaded or empty.

If time would allow I would be glad to explain the subject more fully. I hope the readers of THE STATION AGENT will come to the front and give us the benefit of their experience, as we never grow too old to learn.

A. C. FLANDERS.

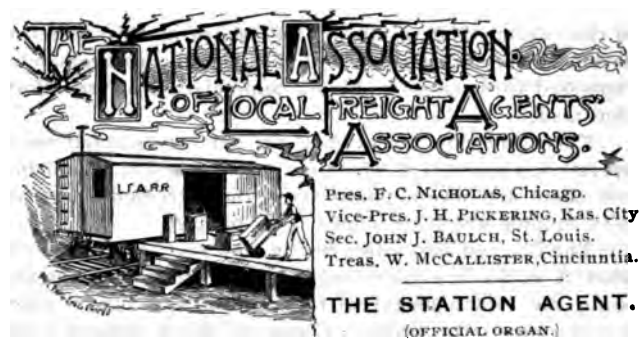
THE gentleman whose portrait appears on the first page of this issue is Mr. A. C. Flanders, ticket agent of the Chicago, Milwaukee & St. Paul road at La Crosse, Wisconsin, and a prominent member of the International Association of Ticket Agents. Mr. Flanders commenced his railway life May 1, 1850, with the Milwaukee & Mississippi railway company (now the Prairie du Chien division of the Chicago Milwaukee & St. Paul railway) as stock and general agent, which position he held three years. He was then made their general agent attending to the purchasing of material and supplies of all kinds for the equipment and extension of the road. September 1, 1859, he was appointed agent for the same company at Sun Prairie, Wisconsin, at that time one of the most important stations on the road and at that place Mr. Flanders sold his first railway ticket, September 1, 1859. In 1866, he was transferred to Portage City, Wisconsin, and placed in charge of the company's extensive business and yards at that place. If Mr. Flanders lives until May 1, 1890, he will have completed forty years of continuous railway service with the original company he commenced with and its successor, the Chicago, Milwaukee & St. Paul.

Every station agent uses rubber stamps, and W. H. Dietz, the well known rubber stamp dealer of Chicago, is just the party of whom they should order any goods in this line. His attractive advertisement in this issue is self-explanatory.

Those suffering from rupture will find it to their interest to confer with the old and reliable house of De Garmo & Noble, 712 Broadway, New York, who make a specialty of treating such cases skillfully, advertised in this issue.

E. Taylor & Co., Cleveland, Ohio, are having a big sale for their electric goods. They are now putting out a \$5.00 Family Medical Battery that gives entire satisfaction, and fills all requirements of higher priced batteries for domestic use. Agents are meeting with big success selling them. Circulars are free, address E. TAYLOR & CO., Cleveland, O.

Subscribe for THE STATION AGENT.



THE HISTORY OF CAR SERVICE ASSOCIATIONS.

E. D. MOORE, manager of the Chicago Car Service Association, writes an interesting history of the organization of car service associations for a recent number of the *Official Equipment Guide*. As this is a subject in which most of our readers are interested we give below the article in substance:

Prior to the year 1886, all roads had at times attempted to enforce demurrage rules, which became inoperative because competing lines allowed an indefinite time for the loading and unloading of cars; hence the roads which attempted to enforce the rule were either obliged to rebate the amount collected or to lose the business. About three years since the general managers of three roads centering at Omaha, viz: the Union Pacific, Missouri Pacific and Burlington & Missouri River, believing that they could not successfully inaugurate the desired reform by individual action, organized a demurrage association and appointed a commissioner whose duties were to see that the provisions of the demurrage agreement were carried out by the roads parties to the same. The results were so beneficial that certain general managers of roads centering at Chicago proposed to adopt similar measures, with a view of obtaining relief from the detention to cars, which had become so burdensome that it was impossible to handle the business properly and promptly at this point. Little progress, however, was made in this direction until the year 1888, when through the persistent efforts of the general managers of some of the roads, the matter was brought to a point where it was thought a car service association could be formed, and a committee, consisting of the following general managers, was appointed by the General Managers' Association of Chicago Railways, to prepare an agreement: Mr. E. St. John, of the C. R. I. & P. Ry.; Mr. C. H. Chappell, of the Chicago & Alton railroad; and Mr. O. S. Lyford of the Chicago & Eastern Illinois railroad. This committee submitted its report on October 17, 1888, and the same was unanimously adopted, to become effective Nov. 1, 1888.

Up to that date but three car service associations or demurrage bureaus were in existence, viz: at Omaha, Denver and St. Paul, and no other association was organized until it had been demonstrated that the one in operation in Chicago was a success.

At a meeting of the Chicago association held in May, 1889, the question of extending the car service rules was discussed, and the writer was instructed to do all in his power to assist in the establishment of similar organizations at points where the roads centering thereat were desirous of adopting car service rules. Since June 1, 1889, all the time that could be spared from my regular duties has been given

arranged which can be opened electrically, and which closes automatically by a spring. To this valve a pipe is connected which communicates with a supply of compressed air. Above the valve is an electro-magnet, whose armature is connected to the valve stem. From what has been said it will be easily understood that, if a current of electricity is sent through the magnet, the valve will be opened. Compressed air will be admitted above the piston, which will be depressed, and as it goes down will force the semaphore in opposition to the counterpoise weight into the "Safety" position. The object to be attained, therefore, is this: When the train is on the block in advance of a set of signals, it must automatically cut off the current of electricity from both, so that they will both be drawn into "Danger" position. When the train is on the next block, the current of electricity must be again permitted to pass through the upper semaphore magnet forcing it into "Safety" position; but no current must be admitted to the lower semaphore magnet until the second block has been passed.

Assuming, therefore, a supply of compressed air with battery to be given, the connections are carried out on the following basis: The rails for one block are insulated from the rails of the preceding and following blocks. At one end the right and left hand rails are connected by a wire containing in its circuit two of gravity battery. At the other end the same rails are connected through an ordinary relay. The battery is placed upon the end of the block first touched by the train. As long as no train is on the block, a current will pass through the relay, whose armature will be attracted, making a constant contact for the current of a local battery. When a train enters upon the track, its wheels and axles short-circuit the battery, so that the relay is thrown out of action and the circuit of the local battery is broken.

It is obvious that where electricity and compressed air are depended upon as the agent for the working of an automatic system, failures in their action are to be anticipated. In the present system, should electricity or pneumatic action fail, the signals affected would at once rise into the "danger" position. It is here that this peculiar safety appears. The signals are only maintained at safety by the perfect working of the apparatus. The instant runner of the first train passing, by the signal assuming the "Danger" position.

As regards the details of its installation, the batteries are established in underground structures, and in order to supply compressed air, a plant of compressors is established which communicates by pipes with a series of reservoirs placed along the line at the foot of the signal poles, and pipes are carried from these to the semaphore signals. The ordinary sleepers are found to give sufficient insulation to the rails; the fish plates, however, do not form adequate connection between the rails, so that iron wire is fastened by iron pins driven into the foot of the rails across each joint of a block.

For ground or return circuit, the pneumatic air pipes are used. For night work powerful white lanterns are arranged on the uprights, which, in the danger position of the signals, are masked by colored glass carriers by the rear end of the semaphore. For the "Home" signal the glass is red, "Distant" signal is green. The same colors are used to point the sides of the semaphore board nearest the advancing engine. The other sides are painted white. Enough has been shown to indicate the possibilities of the pneumatic system. It is applied also to moving switches, and a full inter-locking switch and system utilizing electricity, hydraulic and pneumatic pressure, is now in use in track yards, which plant is installed by the same company.

NOTES OF THE SERVICE.

It is said that the Pennsylvania railroad company will erect a \$50,000 passenger station at Wheeling, W. Va.

A Van Heyde, station agent of the Baltimore & Ohio, Chicago & West Michigan and Chicago & Grand Trunk road at Wellsboro, Ind., is a defaulter to the amount of \$600. He left Wellsboro, but was subsequently arrested in Chicago.

Heretofore there has been a leeway of 24 pounds on the maximum amount of baggage, which the public believe was 150 pounds. It has really been 174 pounds, and a man would not pay extra unless his baggage weighed 175 or over. The trunk line passenger agents at their last meeting fixed it at 150 pounds and hereafter baggagemen will be more precise.

A scalper named Harry Frank has been arrested at Atlanta, Ga., on a charge of forgery, and in his possession were found several stamps, dies, etc., which he used in carrying on his unlawful business. It is alleged that he purchased limited tickets changed the date, stamped them on the back and forged the name of the agent of the issuing road. This is another evidence of the close connection between the ticket scalping business and fraud of various kinds.

The Westinghouse Air-brake Company has instituted a new departure and proposes to provide homes for its employees at the actual cost price, payable in 10 years in monthly installments. A novel and beneficent feature of the plan is that life insurance shall be carried sufficient in amount to cancel the balance remaining unpaid on the home in order that the widow and heirs of an employee may have the property unencumbered in event of his death.

George H. Van Tassell, secretary of insurance in Vanderbilt division 145 Brotherhood of Locomotive Engineers, who is charged with misappropriating funds to the amount of about \$4,000, has been deposed from office and expelled from the order in accordance with the recommendation of the committee of seven which was appointed last January to investigate the charges. James Reed, the bookkeeper of the division, with the title of first assistant engineer, was also deposed and expelled for aiding Van Tassell to conceal his shortage.

The Burlington & Missouri River, in Nebraska, has given its station agents an order for use during the scarcity of freight cars, which provides that shippers making application shall be supplied in proportion to the number of cars loaded by them during the six months from May to October preceding. Shippers who do no business during these six months to be allotted one-half the number of cars allotted the regular shipper who loaded the least number of cars during the six months' period. Certain shippers in Lincoln have complained to the Nebraska board of transportation concerning this, and the secretary of the board replied that the rule, though arbitrary, is probably administered in an equitable manner generally; but he hints that shippers who have their corn yet to buy are sometimes furnished with cars so that they may load the grain in small lots, as purchased. The board would in such case, on application, investigate and decide the question on the basis of providing cars in the order applied for by parties who could show the grain ready for immediate loading.

The Iron Guard Fence around the Union Passenger Depot at Cleveland, O., was furnished and erected by the Van Dorn Iron Works, Cleveland, O. See advertisement on back cover of book.

If you are in need of a Wire Fencing, Wire office railing, or other Wire Work read the advertisement of the Forest City Wire and Iron Works on the third page of cover.



Members Not Receiving the Official Organ by the 15th of the Month Will Confer a Favor by Notifying the Secretary Immediately.

THE BUREAU OF ASSISTANCE.

[This bureau is a regular feature of the association. Any member desiring employment or who wishes to change his position is invited to make use of the same. General passenger or ticket agents and others who may wish to secure the services of experienced men will find what they want here or by conferring with the secretary. Members will bear in mind that the success of this department will be an additional assurance and benefit to all.] M. G. CARREL, Secretary.

POSITIONS WANTED.—

Position as ticket agent, or agent and operator, on the Pacific coast is desired by one of our members on account of his wife's health.

Three passenger and ticket men desire positions and can give the best of recommendations.

One general ticket office clerk, experienced in stock and accounting department, wants to make a change.

All these men are vouched for as "hustlers" and can give best of reasons for desire to change. Will members please bear these "wants" in mind and communicate with the secretary, should they know of any chance for such applicants.

Every one who went south, so far as heard from, says it "was the pleasantest two weeks of their lives." I have yet to receive a dissenting vote. To the people of Chattanooga, Atlanta, Savannah, Jacksonville, St. Augustine, Ocala, DeLand, and Pensacola we are under special obligations; but to all the people of the state of Florida, and in fact to the whole south, we are indebted for a royal welcome and many generous courtesies. Sanford, Winter Park and Tampa had arranged to give us a warm reception and were very much disappointed that we did not visit them, as they felt assured we would; and I am sorry to know that we were unintentionally the cause of expense in preparation for entertainment, I am told, of regal proportions, at these places. While we had been, and felt assured of their hospitality, the members had become so worn out with excursions and sightseeing that a large number could not stand the long ride to

Tampa, and we humbly crave the pardon of those cities, and their people; and assure them that while we did not partake of their hospitality, we do appreciate their kind intentions, and pray their kind indulgences. Next time we will know better, and have arrangements carried out to the letter. I am informed also that our worthy Florida committee is censured for the change of programme and would state in this connection that they were in no manner to blame, and knew nothing of the change in our plans, nor did we think we were committing so grave an error, until it was too late to remedy it. You will all remember what I said previous to starting, i. e., "that the people of the South had warm hearts," and I know that you will all agree with me now. Every one wished that the two weeks were as many months and a little time could have been spent leisurely enjoying the balmy air and sunshine. There was a sense of rush, of business, in all our goings and comings; but all mentally resolved that in the near future they would go again. You all know how to give information about Florida, and how to get there, and where to stop and spend days, yes months of leisure, enjoyably and profitably.

I am in receipt of a paper called "Jaggs," edited by our fellow traveler to Jacksonville, J. J. Fagan, in which are pictured the "boys" at the various points of interest "en route;" pictures taken on the spot, and elsewhere. They are very good "take-offs" and reminders of the times, now passed into history. The pictures of Brown, Venemann, and Carrel, and "the puffs" are perhaps a little overdrawn. Thanks. we will send in our checks to cover same. The paper is very entertaining on various subjects. Send in your name to the editor J. J. Fagan, T. P. A., O. V. Ry., Evansville, Ind., for a copy.

Walz, of Evansville, writes we that he is ready to go south again after another voice. An Evansville man without a voice is not of much account they say, but seriously, we are sorry to hear of Walz's affliction, which he so fully recovered from while with us south.

Crane, of the Wabash, writes enthusiastically of the trip and the boys he met, and will be on hand at Denver.

I have a communication from our Denver member, (with some applications, from a number of would be members from same place,) assuring me that the fraternity and the people out there are at work on the arrangements tending to our entertainment and accommodations in August, and they will have a report ready for the executive committee to work upon at their meeting at Cleveland in May,

13, inst., and to publish for general information in our June number.

* * *

Bear in mind that all applications of those who expect to become members and accompany us on this journey, must be in previous to July 1.

* * *

At the meeting of the committee May 13, the constitution and by-laws are to be re-drawn and I have not received a suggestion from a member outside of the committee. I appreciate your confidence in the wisdom of the committee, but I fear you will meet us at the foot of the "Rockies" with objections and prolong our work. Please look over the present draft at once and give me your ideas, even if you think no change is necessary.

M. G. CARREL, Secretary.

THE DENVER CONVENTION.

Although the date of the August convention is not very close at hand preparations are being made to ensure a repetition of the successful meeting in Jacksonville last February. The following letter to Secretary Carrel from E. F. Lackner, of Denver, will be read with interest by all members:

With regard to the excursion program, we have mapped at quite a number of good side trips; one over the Colorado Central to Graymount and return; another to Colorado Springs, Manitou and return and another to Leadville, Glenwood Springs and return. This together with the time occupied for the meeting, commencing Tuesday the 12th, will occupy a full week's time and then, if the members desire more of that kind of a thing, they can go to Salt Lake and return, going one way and returning another. The scenery on all these trips is "way up" as you undoubtedly are aware. Our entertainment committee will see what can be done in the way of feeding the crowd at outside towns as well as entertaining them. I understand Leadville is anxious to have them stop a day at that place and they will entertain us with visits to the mines, smelters &c. We will look into that matter further. The railroads have all so far shown a willingness to help us out and make it pleasant for us.

APPLICATIONS FOR MEMBERSHIP.

[Any members objecting to any applicant will state his objection in writing to the secretary, these objections to be submitted to the executive committee for decision.]

F. J. Chapin, ticket clerk, P. & R. R'y Co., Milton, Pa.
 Jerry M. Kelleher, ticket agent, B. & M. R'y Westville, Mass.
 R. L. Drummond, ticket ag't, E. & T. H. R'y, Oaktown, Ind.
 Sam'l A. Hughes, ticket ag't, S. L. & S. F., St. Louis, Mo.
 Jas. S. Smith, T. P. Ag't, U. Pac. R'y, Boston, Mass.
 J. A. Montgomery, ticket ag't, B. & W. R'y, Brunswick, Ga.
 H. Parry, ticket agent, (city office) N. Y. C. & H. R. R'y, Buffalo, N. Y.
 C. H. Hubbard, ticket ag't, Fitchburg, R'y, North Adams, Mass.
 Green V. Murray, t'kt ag't, L. & N. R'y, Cambellsville, Ky.
 Edward W. Pitcher, A. T. Ag't, city, B. & M. R. R'y, Denver, Colo.
 Joseph Milner, ticket ag't, B. & M. R. R'y, Denver, Colo.
 Elmer E. Hoffman, T. P. Ag't, Mo. Pac. R'y, Denver, Colo.
 Chas. F. Swann, ticket ag't, Thos. Cook & Son and F. C. & P., St. Augustine, Fla.
 William H. Kacy, ticket ag't, Penna. R'y, Landisville, Pa.

H. P. Gish, ticket ag't, I. B. & W. R'y, Pittsboro, Ind.
 H. C. Walker, ticket ag't, Cumb. & Penna. R'y Co., Piedmont, W. Va.
 Geo. Laidlaw, ticket ag't, J. T. & K. W. R'y, Orange City Fla.
 Jno. F. Getty, ticket ag't, W. V. Cent. R'y, Westernport, Md.
 D. E. Parke, A. T. Ag't, B. & O. R'y, Piedmont, W. Va.
 Wm. A. Kight, A. T. Ag't, Cumb. & Penna. Co., Piedmont, W. Va.
 F. W. Cole, ticket ag't, C. M. & St. P. R'y, Parker, S. Dak.
 W. H. Van Horne, ticket ag't, P. & R. R'y, Philadelphia, Pa.
 There being no objections to any applicant in the April list, all applicants therein named are enrolled as members, and cards will be mailed them.

A WORD FROM SECRETARY CARREL.

How can I frame words to express my thanks, and most agreeable surprise of my life today, at being the recipient from "My Friends of the Jacksonville trip" of some elegant tokens of their friendships and esteems. I have already been doubly repaid for all I could possibly do, and the names inscribed on this tablet have been inscribed on my heart, and as one by one I read them over I live over again the incidents of that royal time; and the royal people aboard that train, who seemed bent on the happiness of every individual. You should all have "tokens of remembrance" for you all deserve them as much as your humble servant. I assure you that I shall be animated to renewed exertion, by the sight of these presents, to serve you better in the future than in the past. They are a reassurance to me, of your friendship of which I am pleased to say I had no doubt; but by word and generous deed and assistance you each and every one gave hourly assurance. May you all be blessed with success and a full measure of happiness, is the ardent wish of,
 Yours as ever,
 Cleveland, O., May 1. M. G. CARREL, Sec'y.

OBITUARY.

JOHN A. MILLER.

Died at LaFayette, Ind., March 8, of heart disease ble, John A. Miller, ticket agent of the "Big Four" railway and member of the Executive Committee of the I. A. T. A.

Mr. Miller was one of those to whom the association is indebted for its inception. His best wishes, his support and his council have been ours since, and previous to the organization of the first association at Chicago several years ago, at the meeting to organize at Cincinnati in August, 1889, and with us on the trip to Florida. An honest earnest worker, a genial gentleman, kind and considerate towards his fellow men, he will be missed from our midst, but his life work was well done, and to us is left a pleasant memory to be forever cherished.

Saturday, March 8, was his fifteenth wedding anniversary, and he seemed never so happy as on that day. With his little family and a few chosen friends he enjoyed an anniversary supper, a romp with the children, and retiring with the best of spirits he reviewed the happy days gone by, and what the future seemed to hold in store for them. While they yet talked and planned, his breath grew labored and he realized that the night of death was upon him.

Throwing his arms around his wife he said: "Take good care of the children, kiss them good-bye; Oh! mamma, I loved you all so much, kiss me," and he had gone. Mrs. Miller is now in Indianapolis. Her address is 75 West Ohio St. I know she would be glad to hear from those of our party whom she met in the south.

JOHN B. LUDLUM.

Died at Jacksonville, Ill., February 13, 1890. John B. Ludlum, special passenger agent of the M. K. & T. railway and a member of the I. A. T. A. John B. Ludlum was born at Varick, Seneca, Co., New York in August, 1822, he moved from New York to Michigan when about 19 years of age. He commenced railroading about this time with the Michigan Southern railway, (now called the L. S. & M. S.) as a brakeman. He was shortly afterward promoted to baggage man, express messenger and finally conductor, in which capacity he served his company for many years. He ran a passenger train between Chicago and Adrian, Michigan. For a period of over ten years. He finally gave up his train, to take a position with the same company as traveling passenger agent, traversing all of the territory west and southwest of St. Louis, which city was his headquarters. After serving the L. S. & M. S. railway for over 40 years, he resigned and in December, 1888, was appointed traveling passenger agent of the Missouri, Kansas & Texas railway with headquarters in St. Louis and continued in their service until the date of his death, which occurred at Jacksonville, Ill., February 13, 1890. He leaves a widow and one son to mourn his loss. His son, Mr. C. F. Ludlum is traveling passenger agent for the Chicago, Burlington & Quincy railway, headquarters at Atlanta, Ga. Mr. Ludlum was an affectionate husband and a kind father. He was generous to a fault and possessed all of the sterling qualities that go to make up a man. He was always active, energetic, and alive to the best interests of his employers. It may be truly said of him, that he died "With harness on his back."

Mr. Ludlum died of heart disease while sitting in a chair in his room at a hotel in Jacksonville, Ill.

ANDREW HUTCHISON.

Died in Houston, Tex., April 2, 1890, Andrew Hutchison, aged 45 years.

The death of Mr. Hutchison removes from our midst one of the oldest in service of any local freight agent in Texas. He was appointed to the position of agent for the Houston & Texas Central, at Houston, Tex., in April 1872, and continued as such until he resigned in November 1880 and accepted the commercial agency, and was in that position at the time of his death, making a continued service of eighteen years

as agent, and altogether as clerk and agent over twenty years. It can be thoughtfully said of him that he was a faithful and competent man and that he enjoyed the respect and confidence of his employers and of the community in which he so long lived. A good citizen, a true and trusted friend, a kind and loving husband and affectionate father has gone. His life was one of faithful performance of duties and trusts, and to the sorrowing wife, children and relatives we offer this our tribute to his memory.

A BAGGAGE COUPON TICKET.

General Passenger Agent Sebastian, of the Chicago, Rock Island & Pacific, has introduced a new style of ticket, which will remove many of the difficulties now attending the use of the ordinary baggage master's trunk. The most important feature of the invention is a "baggage coupon," which consists in printing upon the lower left-hand corner of a local ticket the words "When Detached, Baggage Checked." A perforated line across the corner of the ticket enables the baggage man to tear off a triangular piece 7-16x7-16x5/8 in. The words "When Detached" are on a perforated line, and "Baggage Checked" is on the other side, so that these words stand alone after the corner piece has been separated. On coupon tickets, where detachment of a corner would be inconvenient, the "baggage coupon" is made in the form of a semi-circle, with a radius of about 5-16 in. This may be located at any convenient point on the side or end. With perforations of the proper depth, this coupon could be gouged out with the thumb nail, though we presume it is not intended that such a primitive method shall be employed.

The reasons which make a device of this kind desirable are clearly stated in the circular issued by Mr. Sebastian to his station agents, from which we quote as follows:—

1. We have found considerable imposition practiced by parties who manipulated their tickets in such a manner as to have them honored more than once in the checking of baggage. 2. Because only a limited number of stations have been supplied with B. C. punches. 3. The B. C. punch has been unsatisfactory on account of outside parties cancelling tickets with it in such a manner as to destroy original punch marks made by limited punches, thereby extending the limitation of tickets. The class of tickets is also changed in this way. Baggage men have sometimes cancelled the limitation of tickets in such a manner that conductors have refused to honor them for passage.

It is stated that this form of ticket is to be adopted by the Union Pacific, Chicago & North Western, West Shore, Chicago & Atlantic and other roads.

Subscribe for THE STATION AGENT.

OFFICIAL DEPARTMENT.

RAILWAY STATION AGENTS' ASSOCIATION.



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 W. K. JAMISON, Third Vice-Pres., Bonnieville, Ky.
 W. J. DEGRESS, Fourth Vice-Pres., City of Mexico, Mex.
 E. McMILLER, Sec'y, Bessemer, Mich. C. CARLE, Treas., Mazon, Ill.

THE STATION AGENT OFFICIAL PAPER.

NOTES BY THE EDITOR.

Some difficulty has been experienced by delegates to the Cleveland convention in regard to transportation from Chicago to Cleveland. The first route to suggest itself to all was the Lake Shore, but a snag was met with in that direction. The standing rule of the Lake Shore road that passes are to be issued only upon application through the proper officers of the road upon which the applicant is employed will not be deviated from in this case, and delegates will have to make other arrangements, if they have not already secured transportation through their general passenger agent or superintendent. Fortunately the Lake Shore is not the only line between Chicago and Cleveland. The Chicago & Atlantic and Erie make very good connections and their through train service is already being well patronized. Just at present a change of cars will be necessary at Leavittsburg, but this will inconvenience no one very seriously. Both these companies recognize the value of the good will of the local freight and ticket agents throughout the country, and can be depended upon to give the association their assistance in this case. Applications for transportation should be made to F. C. Donald, general passenger agent of the Chicago & Atlantic at Chicago, and to W. C. Rinearson, assistant general passenger agent of the New York, Lake Erie & Western at Cleveland, the first named for passes from Chicago to Marion Junction and the latter from that point to Cleveland. These applications must come through the proper accredited officers of divisions, as individual requests cannot be recognized. No time is to be lost in this matter and we trust that each division will make the necessary arrangement at once.

* * *

The action of the Chicago and Atlantic and the Erie in this matter will be appreciated by all agents,

whether members of the association or not and no opportunity should be lost to give a practical demonstration that this courtesy will not be forgotten. Too many companies have been indifferent in the past as to the good will of agents, forgetting that a small act of courtesy now and then to the men employed in this branch of the service, will always prove a profitable investment. An incalculable amount of business is controlled by the local freight and ticket agents of the country. The routing of passengers and freight is often optional with the agent at the initial point and it is only natural to suppose that he will favor the line that has given him some indication of its appreciation of his influence and service. One case, which we have in mind, will serve as a striking illustration of the truth of this statement. At a convention of agents held not many years ago transportation was requested of a certain road for several members who wished to return over that route. The request was coldly denied, with the notation that passes would only be issued upon application through the proper officers of the road by which the agents were individually employed. The matter was not one of great moment to the gentlemen interested, but they were nevertheless considerably annoyed and vexed and all of them went home impressed with the determination to give that particular road the worst of it whenever occasion offered, something which they have not neglected to do, we can imagine. Not long after a large consignment, consisting of over 450 cars and extending over a period of thirty days was delivered to a certain prominent agent who was in this party. The routing was left to his discretion. Ordinarily it would have gone over the road above mentioned, but it was not human nature to forget the slight that had been put upon the association a few weeks before. A scratch of the pen sent the consignment over an opposition road and \$9,000 was lost to the line that did not care for the good will of agents. This was only one individual case. How many thousand dollars worth of business was diverted from this company on account of the refusal to grant a small favor cannot be estimated, but it is safe to say that the aggregate amount would be far in excess of regular transportation charges on all passes issued to agents for several years. What official can say that it is not good policy to popularize a road in the estimation of local freight and ticket agents? There is now a pretty general unanimity of opinion on this point, but the right method is not always employed to bring about the desired result. Concessions to organizations such as the Railway Station Agents' Association, the International Association of Ticket Agents and others will do more to gain the good will of agents than all the flattering circulars and gaudy advertising

dodges that can be resorted to in a year. General freight and passenger agents are beginning to appreciate this fact and are showing more attention to agents than in the past.

* * *

Every agent who comes to the Cleveland convention can depend upon being royally treated and having a good time. The original programme has been slightly modified in one respect. The proposed trip on the lake has been abandoned, as the boats do not commence running until June 1. Instead it is probable that the delegates will leave Cleveland Thursday evening and spend Friday at Lake Chautauqua, where they will be shown every attention by the Erie road. Saturday will be spent at Niagara Falls as first intended. These minor details will be announced at the first session of the convention Wednesday forenoon.

* * *

A number of flattering letters are printed in this issue from superintendents of Texas roads commending the association. From personal observation we know that these sentiments are generally entertained by the majority of railway officials who are glad to see such indications of enterprise and progress on the part of their agents. If the men vitally interested in this matter would only see it in the same light themselves, what a revolution would speedily be wrought in the service.

* * *

Arrangements are being made by which an efficient organizer will be put in the field immediately after the Cleveland convention. There is considerable money in the treasury at the present time and if this is not sufficient special contributions will be raised to inaugurate this important feature. We believe that the ultimate success of the association depends upon some such action as this. It is practically impossible to extend the lines of the organization and to recruit its ranks without personal solicitation. Five minutes confidential conversation will do more to convince an agent that it is to his advantage to join the association than all the correspondence that can be carried from now till doomsday. The Order of Railway Telegraphers and other successful associations have had hustling organizers in the field and their progress can be attributed to this cause.

* * *

In a letter to the editor Mr. A. R. Hancock, freight agent of the Baltimore & Ohio at Spear's Wharf station, Baltimore, Md., writes that he is meeting with encouraging success in organizing the Maryland division of the association. The division will be in running order by May 15, and will have a

delegate at the Cleveland convention. Mr. Hancock is one of the leading agents of his vicinity and his accession to the association is a matter for congratulation to every member. The association needs more men like him.

AN ARGUMENT FOR CONSOLIDATION.

EDITOR THE STATION AGENT:

I have for some time been studying the relative positions the "O. R. T." and the "R. S. A. A." bear to one another as associations as well as individually. We see two organizations in existence, one known as the "O. R. T." with over 12,000 members, the other the "R. S. A. A." with over 2,000 members. Both orders are now making a good showing in increase of membership. The question arises in my mind, Why should these two organizations be separate and distinct? I am not an advocate of federation, but I do contend that these two orders should unite and sail under one and the same title. I realize fully the numerous objections that will be raised by members in each order. However, regardless of this, I shall state some plain truths. I have studied both constitutions closely as to objects of the two orders and find both claim their objects are to improve the standard of their members and do all they can legitimately to protect their employer's interest. Both are benevolent organizations and openly declare against strikes. The two constitutions do not read the same word for word, but I dare say any one who will read them both will admit that they can only interpret their objects as being identical with each other. The difference amounts to about as much as two "peas in the same pod." (That is as far as the objects of the two orders are concerned.) The manner of conducting business meetings are slightly different, but these matters could be harmonized without working any hardship in either one or the other. It is time for the "O. R. T." to drop its idea that the "R. S. A. A." is made up of old fogies and on the other hand I think the "R. S. A. A." had better withdraw its claim that "O. R. T." is an "Infant Industry," or "Kid Kindergarten." A telegrapher is or soon will be an agent. The occupations are inseparable and their interests are identical. There are few men who devote their entire lives as "Railroad Telegraphers." They soon secure agencies, in which new position they go into, or remain in only the order best adopted to their line of work. If the telegraphers were only required to do telegraphing and the agents only the actual auditing accounts, selling tickets and quoting rates, it would then put a different phase on the subject. But as it is at present, I sincerely believe that one-half of the members of "O. R. T." are working in the capacity of agent and operator or assistant agent and likewise in the "R. S. A. A." (I am of the opinion the estimate is mild). The "R. S. A. A." induces a man to join at a station where there is only one man employed as agent and operator. In a few days an "O. R. T." man comes along. This agent agrees that he is entirely in sympathy with the "O. R. T." but pleads two orders whose objects are the same and his salary will not admit of his joining the "O. R. T." This applies vice versa where the "O. R. T." secures a man and he cannot join the "R. S. A. A." for the same cause. It cannot be denied that these one-man stations are numerous and becoming more and more so. If the "O. R. T." argues that it can't afford to affiliate with the "R. S. A. A." and the latter can't afford to go into "O. R. T." They are both weakening themselves and it remains to be seen if the old maxim holds good—"If a house be divided against itself, that house cannot stand." I am in favor of making "R. S. A. A." and

"O. R. T." one and the same. That, I think would mean true success and there is nothing that succeeds like success. I have come to the conclusion that this subject needs heroic treatment and do not wish to be understood as advocating federation in the strict sense of the word. I do not believe in paying out money to keep two orders in existence, when if both orders would make some concessions and try and conciliate and harmonize the difficulties and work under the head of one organization, they could gain just exactly the same objects now sought. I have conversed with several on this subject and most of these are of the opinion the present division is unnecessary and they think generally the only barrier to prohibit reaching an understanding would be from a mild form of prejudice. Trusting my motives will not be misunderstood I leave the subject for whatever disposal is deemed best.

J. H. HODNET.

Wichita, Kan.

[We gladly give space to the above communication, which will be read with interest by all members of the association, although few will agree with the sentiments expressed by our correspondent. The question has been raised many times before, why a consolidation of the Railway Station Agent's Association and the Order of Railway Telegraphers would not be beneficial to all concerned. There is but one answer to this, that an amalgamation of interests under existing circumstances, would be impracticable. The two associations, while based on the same idea of a mutual brotherhood for the advancement of their members and the good of the service, differ radically in many important features. The Order of Railway Telegraphers is intended for persons engaged in that branch of the service. No provision is made for agents and others who are not operators, and indeed the latter would not care to subordinate their principal duties to such an extent as to make telegraphy the main feature of the association. As we understand the objects of the "O. R. T." it is to promote exclusively the interests of railway telegraphers, as its name indicates. The station agent provided he is not also an operator, and the greater proportion of this class are not, would find nothing in the "O. R. T." to his advantage. He might as well apply for admission to the Brotherhood of Locomotive Engineers, or the Roadmasters' Association, so far as his eligibility is concerned. The "R. S. A. A." is the representative organization of the station service of North America. Had it been properly managed since its start it would today be in the front rank of railway employees' associations. It matters not how meritorious an enterprise may be, or how extensive its field, if it is poorly handled failure is inevitable. The future of the "R. S. A. A." must not be judged by its progress in the past. New men are at the helm and new methods have displaced those of former administrations. The next year will witness a wonderful growth judging by the present outlook.

Consolidation of the two associations would

weaken both. The leading men in the R. S. A. A. are not operators, and would find no place in the "O. R. T." Barcroft, Cline, DeGress, Abbott, Pratt, Campbell, McCoach, Maxfield, Jamison, Corley, Carle, and scores of others are agents, not operators. Membership in the "O. R. T." would be no benefit to them. At the Cleveland convention of the "R. S. A. A." several important changes will be made in the constitution. The word "Station" will be dropped, and the more comprehensive title of "Railway Agents Association" adopted, which will include all engaged in the soliciting or management of freight and passenger traffic. Such a field is too wide to be abandoned, and the "O. R. T." cannot cover it, without dropping its title and changing its constitution to an extent that would be a practical abandonment of its present organization. The day may come when all the railway employees in the country will be united in one grand organization, but the present generation will not live to see it. It is the Utopian dream of the social reformer, which can never be effected until the interests of capital and labor become so hopelessly antagonistic as to make united co-operation a necessity among the working classes. The organization of railway employees is an encouraging sign of the times, but their value lies in the association together of men whose work is practically the same and who can be benefitted by an interchange of views and by mutual assistance. A grand combination of such associations would be productive of no good, and would be a menace to railway interests, especially if permitted to fall into the hands of unscrupulous leaders.

There is room for all and as long as the character of employment is so varied, federation is impossible. Certainly the "O. R. T." and the "R. S. A. A." could not consolidate at the present time. Ed.]

OHIO WANTS A SOLICITOR.

I wish to mention the able manner in which Texas division has been working, which I think is a credit to the division and speaks well for the officers in charge, and shows they are willing to do their part, and will be rewarded in their efforts. Ohio division has appointed sixteen corresponding secretaries, and has written the managers of all roads running through Ohio, obtaining their permission for the agents of their line to join the association. As the answers come in they are forwarded to the secretary for record and a copy made from the letter, and sent to each agent on the line, so they can see what the superior officers have to say of our noble order. A special circular accompanies the copied letter showing the cost to join the association and soliciting the agents to become members, but still we find the majority of agents are slow to act and we have decided that an organizer is the best method to solicit agents to become members and any one knowing of a good man for a solicitor, would do me a kindness by giving me his name and address, and if we can effect an arrangement with him, will start him to work

at once, we will give him all the assistance we can, we want also every member of the association to get a copy of THE STATION AGENT and the supplement and we will try at the meeting to be held May 21, at Cleveland, O., to effect an arrangement by which every member of the association will be furnished a copy of each paper, as that is the only way we can keep the members interested in the work of the association, by furnishing them with a copy of the official paper. We should be proud of our official organ, and see that our neighbors have a chance to read it, if we have to send them our paper after we read it ourselves. Yours fraternally,

Ravenna, O. S. L. M'ADAMS, President, Ohio Div.

KANSAS MEMBERS ATTENTION.

A large attendance at our state assembly, at Hutchinson, May 16 is assured and from all reports not less than twelve or fifteen of these "sunflowerites" will grace the Cleveland convention with their presence. Kansas Division has a "Wichita boom," varying therefrom only in one respect viz: no bottom to strike. Our membership is steadily increasing. Some are coming in who had heretofore seen no good to be derived through such an organization. We note the promotion of our fourth vice president, W. J. Hillyer to the position of train dispatcher, Union Pacific railway, at Junction City, Kansas, also the transfer of brother J. A. Mulholland from Holton to Hutchinson, Kansas, agency. So you see railway officials look with favor upon us. We shall yet see large increase in our membership between this and May 16. I would again urge that every member who possibly can will give us his presence upon this occasion. We need you there and it is to your interest to meet us there. The hotel at which our sessions will be held and where accommodations for all will be arranged for will be communicated to membership by circular letter. Hoping to have the pleasure of shaking the hands of many of the brethren on this occasion, I am,

Fraternally Yours,
Washington, Kan. A. H. HARVEY, Secretary.

A CORRECTION.

In our notice of Mr. Flanders and under the portrait of that gentleman on the first page, his position is given at La Crosse, Wis. This is a mistake. Mr. Flanders is located at Portage, Wis., on the *La Crosse Division* of the St. Paul road. We desire to beg the gentleman's pardon for thus summarily transferring him without his knowledge.

COMMITTEES FOR THE CLEVELAND CONVENTION.

In accordance with circular in April issue the following committees are created with these appointments:

Reception.—J. A. Conant, Kankakee, Ills; A. H. Harvey, Washington, Kan.; F. G. Corley, Elizabethtown, Ky.

Discussion.—R. F. Scoffern, Bucklin, Kan.; A. L. Downer, Greenville, Texas; J. T. Campbell, Kane, Pa.; G. H. Austin, Newton Falls, O.; J. Moriarity, Papineau, Ill.; Homer Eads, Houston, Tex.

Entertainment.—James Aiken, Cleveland, O.; M. N. McGeary, Parkers' Landing, Pa.; C. K. Holverstott, Richwood, O.; Albert Cline, Alleghany, P.; R. W. Wright, Cleveland, O.

Members of the first named committee have been advised to arrange for their arrival at Cleveland the day before the convention to afford them time to make the necessary preparations for the accommodation of delegates and visiting members. Committee on discussion will prepare papers on subjects familiar to station agents and upon matters pertain-

ing to the railway service in general. If any of them prefer, however, they may be heard orally. This committee will report at the evening session Thursday, unless the convention decides to defer the same until Friday. To the committee of entertainment is left the arrangement for entertaining members and visitors in attendance. The programme appears in full in this issue. The convention will be one of great interest not only because of the pleasure connected with it but the fact that the future of the association is assured. Reports of officers at the coming convention will confirm this. Yours fraternally,

Bessemer, Mich. E. McMiller, Secretary.

LOOK OUT FOR A SWINDLER.

The attention of all railroad men is called to the letter given below:

YOAKUM, TEXAS, April 21, 1890.

E. L. Barcroft, Esq., Corsicana, Texas,

Dear Sir:—

One S. E. Boyle has obtained possession of some of my letter heads and has presented forged letters of recommendation as agent and operator, I have one before me which he presented to the superintendent telegraph of N. Y. C. & St. L. at Cleveland, Ohio, it also bears a stamp made in imitation of my office stamp. Will you kindly have this inserted in the official organ of the Railway Station Agents Association so that all true members of the craft may be warned against him. Yours truly, F. A. LISTER, Sup't of Transportation, San Antonio & Aransas Pass Ry.

MEETING OF WESTERN ONTARIO DIVISION.

The first annual meeting of the Western Ontario Division was held in the parlor of the Algona hotel, Port Arthur, April 23, 1890. The meeting was called to order by J. H. Longworth, president. The minutes of the last meeting having been read and approved, the report of the secretary and treasurer were then submitted for examination and were adopted. They showed all members to be in good standing and the division in general to be a fair financial standing. The members then proceeded to elect new officers for the ensuing year resulting as follows:

President, J. H. Elliott, West Fort William, Ont.; first vice-president, P. A. Leach, Schreiber, Ont.; second vice-president, G. H. Campbell, Savanna, Ont.; secretary, F. R. Swan, Port Arthur; treasurer, A. B. McCoy, Hawk Lake.

The new obligations of officers and members were taken by all present and the password imparted. After a quite lengthy discussion on different articles and features of the constitution and business in general relating to the association, the following delegates were elected to attend the grand convention at Cleveland, Ohio, on May 21, 1890. G. H. Elliott, P. A. Leach, H. Saunders, W. E. McLaughlin and J. F. Hurley. Two at least of these delegates will attend the convention in person. Our division having only been quite recently organized, cannot very well afford to send the full complement and while the members of this division are quite willing to provide the necessary means for the proper conducting of their business, they do not propose to conduct matters on the "blow in" system, which we regret to say has been the experience in the past, with some of the old divisions of this order. A smack of enthusiasm was generally displayed throughout our meeting, so far so that the usual intermission was entirely overlooked. A note of thanks was unanimously accorded to officials of the Canadian Pacific road for kindness in granting leave of absence and free transportation to members attending the meeting.

MEETING OF CANADIAN NORTHWESTERN DIVISION

The fifth annual meeting of Canada Northwestern Division was held at Leland House, Winnipeg, on Friday, April 11. Owing to this being the busy season for railroads in this country, immigration having fairly commenced, it was difficult for many agents to get relief, consequently the meeting was not so well attended as might be desired. There were present brothers C. E. Lang, M. & N. W. railway, Portage, La Prairie; G. L. Sherlock and J. A. Kammerer, Can. Pac. railway, Moose Jaw; C. T. Lewis, C. P. R. R., Indian Head; R. T. Butchard, M. & N. W. railway, Rapid City; F. S. Schooley, M. & N. W. railway, Miami and C. O. Davidson, C. P. railway, Oak Lake, beside a large number of proxies.

President Lang opened the meeting with a pleasing address at 9 o'clock. The secretary's and treasurer's reports showed 58 members in good standing and a balance of \$148.27 in the treasury. The secretary was instructed to be more particular in carrying out the letter of the constitution. Brother Lewis (father of the celebrated marriage certificate ticket scheme) explained to the meeting what he calls the "Budget." This is an idea originated by Brother Lewis for the instruction of agents in the different technical points which from time to time come before them in the discharge of their duties and is carried out as follows: A certain subject is submitted to the head of a department with a request that he will set forth his views as to how it should be handled. This forms the nucleus of the "Budget," which is then passed over the line for the perusal and the remarks of the different agents and when completed is filed for reference. The scheme was adopted by the meeting and Brothers Lewis, Sherlock Butchard, Durant and Lang were appointed managers to be responsible for the proper movement and safe keeping of the "Budget," and to attend to filing them when completed.

On motion of Brother Kammerer, seconded by brother Butchard, the president appointed the following members each to prepare a paper to be read at the next annual meeting: Brother Butchard on Telegraph work; Brother Davidson on Express work; Brother Sherlock on Freight; Brother Durant on Ticket work. Brothers Kammerer, Warner, Carruthers, Cornell and the president elect were appointed a reception committee to provide entertainment, etc., for the next annual meeting.

Resolutions of condolence were passed in regard to the death of brothers R. L. Johnston of Morley and J. D. McLeod of Winnipeg and the secretary was instructed to send copies of the resolutions to relatives of the deceased brothers.

It was decided after discussion that the idea of dividing the division should be abandoned. It was thought that by maintaining the present organization better results could be obtained. The following were elected officers for the ensuing year: C. E. Lang, Portage la Prairie, president, re-elected; G. L. Sherlock, Moose Jaw, first vice-president, re-elected; R. T. Butchard, Rapid City, second vice-president; C. O. Davidson, Oak Lake, secretary, re-elected; W. C. Fowler Regina, treasurer, re-elected. The following were appointed delegates to attend to convention at Cleveland: Brothers Kammerer and J. R. Harding. The secretary was instructed to send a full report of the meeting to THE STATION AGENT, and after passing votes of thanks to Captain Douglas of the Leland House for hospitality and the superintendents of the different roads for courtesies extended, the meeting adjourned subject to call.

C. O. DAVIDSON, Secretary,
C. E. LANG, President.

A KANSAS BROTHER TALKS.

EDITOR THE STATION AGENT:

I have not said any thing in the columns of THE STATION AGENT for some time as I wish to give some others a chance. But it seems they will not take the chance when given them. I notice an article in the March number signed "A Ticket Agent" which has some very good ideas in it and some that I think are all wrong. The brother says, that the payment of commissions is an inducement to make a man more courteous in his manner toward the public. Now this is wrong according to my notion and I think the brother will see his error in time. We should not treat a man with more courtesy because we expect to make five or ten dollars out of him. My motto is treat every one with kindness and courtesy whether white, black, young, old, rich or poor, and I think it is a good policy. Do not understand that I am opposed to the payment of commissions, as I am not, but at the same time if I could see them done away with entirely and our salaries raised correspondingly it would please me. I have lately been transferred to this place and do not know the feelings of the agents on this division toward the R. S. A. A., except two cases, those of Brother Carron on the north and Brother Harvey on the south, who are strong in the faith and I hope ere long, to see all of the good agents on this line in with us.

I am truly sorry that circumstances will not allow me to meet with the brethren at Cleveland in May, but I find it is impossible to do so. My heart, however, will be with you in the good work.

Eldorado, Kan.

Yours fraternally,
FRANK M. SHICK.

TRIBUTE TO A DECEASED MEMBER.

In the midst of bustling, active life the summons of death is heard in the land. Brother John A. Newland of Crab Orchard, Ky., after a lingering illness of several weeks duration, died Tuesday, March 4, of pneumonia, in his fortieth year, leaving behind him an affectionate wife, promising children, a host of friends and a reputation spotless and unsullied. Graduating from the commercial college at Louisville, he began life as a practical surveyor, for which his superior, mathematical ability eminently fitted him. But he soon grew tired of handling the level and taking up telegraphy, made such rapid progress in manipulating the wire that he soon took a responsible position in the railroad service. He was one of the oldest men on the Knoxville division of the Louisville & Nashville railroad and until his removal to Crab Orchard held the agency at Pittsburg, Ky., for several years. His close adherence to the company's business, and his geniality to the public gave him a high standing with the officials.

He was kind, generous sociable and ever ready to help aspiring young men upwards. The Railway Station Agents Association had no truer member than he. His remains were taken to Madison, Ind., for interment, where may he rest in peace, until the Great Superintendent shall see fit to promote him to higher and nobler service.

O. B.

Rowland, Ky., March 24, 1890.

OUR NEW ENGLAND LETTER.

(From our regular correspondent.)

The Massachusetts railroad commissioners in their annual report for the year ending September 30, 1889, have devoted considerable space to the subject of railroad depots and station buildings in the state. The commissioners assert that there is much room for improvement on the whole; that many depot buildings are inadequate to the requirements. Illustrations are given of two designs for station buildings which are labeled "good" and "poor" respectively, the favored one being a plain substantial looking structure in which every part of space is utilized, and the maximum of convenience to both railroad and patron are secured. The report also calls attention to the great number of street crossings at grade, adjacent to railroad stations, and to several other important points equally worthy of consideration. It is true that there are many depot buildings in New England which were built to meet the requirements of travel twenty years ago, and which are sadly out of place in the present day of frequent trains, increased patronage and fast running. The little low square depot with contracted waiting rooms, stuffy, little, poorly lighted office, is a familiar picture even to this day in New England, and reminds us forcibly that this department of railroad equipment has not kept pace with the rapid progress in other directions. As railroads are run today every detail of buildings and grounds at stations should be arranged to best facilitate the system required to perform the work promptly and carefully. Waiting rooms should be cheerful and well lighted, and the too often feature of advertisements, notices, etc., displayed upon the walls should be carefully eliminated. The office should be placed in such a position that the agent can get plenty of light and command a view of the tracks and platforms. The influence which a dark musty office exerts upon an agent, however well qualified he may be, is an unfavorable one, and unconsciously almost, he fails to perform his labors with the zeal and enthusiasm which might be expected under different surroundings. Grade crossings should be abolished if possible even if the railroad is obliged to make a considerable outlay in building subways, etc., and many other safeguards are needed to perfect the equipment of our railroads in this particular direction. It is hoped that the report of the state commissioners may bear good fruit.

Another feature of railroad stations in New England in the past, has been the finishing a portion of the depot building off in the shape of a small tenement, where the agent might dwell and thus always be literally at his post of duty. The disadvantages of this plan are apparent to every one and it is seldom that a new depot is now erected with the above combination, the unpleasant features of which are predominant; the dust and cinders penetrate the living rooms; and per contra the odor of boiled dinner and kindred perfumes frequently permeates the ozone of the waiting rooms. The advantage of an agent being always "on the spot" is a doubtful one from his standpoint, as the general public soon resolves itself into the one idea, that its no trouble to call Mr. Jones or Mr. Smith down at any hour in the evening to get a piece of information, as he lives right in the depot, you know. Those agents who have experienced the joys and sorrows of a combination home-depot arrangement, will, I think, fall into line on my side of the argument.

It was a sad piece of news which flashed over the wires of New England on the ninth of April, and which carried grief to many hearts in the following words: "Jacob Silloway, station agent at Canton Junction, died at 8:35 o'clock

this morning." It is but a few months since the writer told your readers of the good fortune of the New England Railroad Agents Association in having secured so able a man as Mr. Silloway, to fill the office of president of their society. We little thought at that time that his term of service would be of such short duration, that the great Ruler of our destinies would so soon summon him to a higher plane. The loss sustained by the association is a grievous one, but is much less in import to the vacancy made in the family and the community, where Mr. Silloway was so well beloved. Born on Christmas day in the year 1834, Major Silloway was just in the prime of his manhood. He served honorably in the civil war and reached the rank of first lieutenant of his company. His railroad career began in the service of the Boston and Providence railroad where he served as a clerk in the office at Providence, Rhode Island and subsequently in the general offices in Boston. About 25 years ago Mr. Silloway was appointed the agent of the station at Canton Junction, an important point and his service in that position has been a continuous one to the time of his death and it is unnecessary to add that he always fulfilled the duties of his office to the satisfaction of his employers and in a manner pleasing to the patrons of the road. Major Silloway was a member of the Masonic order, a comrade of Post 94, G. A. R. and a prominent member of the Ancient and Honorable Artillery Company, and was also connected with other societies. He had always been prominent in the New England Railroad Agent's Association, and thoroughly believed in the objects of the same. He had served several terms as vice-president and at the annual meeting of the association he was promoted to the presidency.

A special meeting of the association was held upon the news of the death of their head and plans were made for the representation of the society at the funeral. The obsequies were held on the Twelfth inst., and there were a large number of people present to pay their last tender tribute, delegations were present from the Ancient and Honorable Artillery Association, Loyal Legion, Bristol Commandery, Knights Templars, Blue Hill Lodge, F. A. M. and the New England Railroad Agents Association. At the meeting of the association, April 19, resolutions were passed in eulogy of the deceased, and numbers present spoke feelingly of his many virtues as a man and brother. The change of presiding officer of the Agents Association now devolves upon B. H. Bacon the efficient vice-president.

The Boston and Maine depot at Exeter, N. H., a large two story brick structure, was almost totally destroyed by fire on the evening of April 17. The tickets, baggage and books from the office were saved, the fire breaking out in the upper story, which were occupied by the help in the restaurant. The depot had recently been improved by an outlay of several thousand dollars and was considered one of the best station buildings on the Boston & Maine system. The fire burned very rapidly and was entirely beyond control of the fire department when discovered.

James Gowing who has been a station agent of the Boston & Maine railroad at Center Station on the Medford Branch for 37 years, resigned his position this month on account of poor health. William B. Hellen of Sacarappa, Maine, is his successor.

One Massachusetts agent in sending in his two dollars for renewal to THE STATION AGENT, writes me, "It is worth double the amount asked."

E. G. Sanders has resigned his position as agent of the Fitchburg railroad at Townsend Centre, Massachusetts, and is succeeded by C. D. Cram, formerly operator at South Acton, Massachusetts.

Austin Corbin, the many times millionaire proposes to build at his own expense a fine new depot at North New-
port, N. H.

If certain conditions regarding streets are agreed to by the county commissioners, it is probable that the old Colony railroad will erect a large and handsome depot at Fall River, Massachusetts, at an early day.

Frank Case, formerly an agent of the Boston Hoosac Tunnel Western road and more recently of the Fitchburg is now filling the responsible position of assistant station examiner of the Delaware & Hudson Canal Co.

Charles W. Wilcox the efficient station agent of the Fitchburg road at Hoosick Falls, New York, resigned his position May 1, to accept a station with the Walter A. Wood Machine Co. Mr. Wilcox's successor is C. H. Leonard, formerly freight cashier.

Agent Pratt of the Berlin Station, Old Colony road, will give up railroad business May 1, to accept a position on the Worcester Telegram.

F. H. Hanley has been appointed New England passenger agent of the Central Vermont, with his office in Boston.

The Old Colony freight station at Dighton was slightly scorched by fire on the night of April 3.

A. T. Kimball the popular city ticket agent of the Fitchburg road in Boston has been ill with an attack of facial paralysis and is recuperating at Old Point Comfort, Va.

George H. Sheldon has been appointed agent of the Fitchburg road at Hubbardston, Mass.

The large number of renewals of subscriptions received in New England is very gratifying and speaks volumes in praise of the efforts of the publishers.

LATER—At a special meeting of the New England Railroad Agents' Association, Vice-president Bacon was elected president to succeed Jacob Silloway, deceased, and F. C. Perry agent of the Boston & Albany road at Nateck, Mass., was chosen vice-president. The following resolutions were adopted:

Whereas, It has pleased the Great Architect of the Universe to remove from our midst our late president, Jacob Silloway; and

Whereas, It is but just that a fitting recognition of his many virtues should be had, therefore be it,

Resolved, That while we bow in humble submission to the will of the Supreme, we cannot refrain from giving some faint expression of the deep sorrow that rests upon our grief-stricken hearts;

Resolved, That in this sudden dispensation of Providence we are called to mourn the loss of a friend tried and true whom we shall miss from our councils and fraternal gatherings, whose sturdy form and smiling face have greeted us so often in times past;

Resolved, That the heartfelt sympathy of the members of this association be extended to his family in their affliction.

Resolved, That these resolutions be spread upon the records of the association and a copy thereof be transmitted to the family of our deceased president and published in THE STATION AGENT.

The secretary was instructed to prepare a circular in regard to the subject of questions to be discussed. The plan we have in view is this: Members will be invited to submit any question they see fit, which will be discussed at the meetings and the result published in THE STATION AGENT. The party directly interested to be notified as to the result of the discussion by the secretary.

G. A. R.



Important decisions on points that are likely to arise in station service will be given in this column each month and should be read carefully and saved for reference by every agent. We are also prepared to give legal advice to any agent, on questions relating to his business, free of charge. In asking for information of this character, state your case as concisely and accurately as possible. We shall consider it a privilege to serve our subscribers in this manner.
—EDITOR.

REFUSAL TO SELL TICKETS TO CERTAIN POINTS.—In Mississippi the supreme court rules that a railroad is not bound to stop its train at a point other than a station, and where its trains are not accustomed to stop, unless it makes a special contract to carry to that point. In this case the ticket agent at M. refused to sell plaintiff a ticket to R., because R. was not a stopping place. Plaintiff then entered the train, and told the conductor that she wished to go to R. He collected 25 cents, and told her that the train did not stop at R. Twenty-five cents was the prescribed fare for any distance not exceeding eight miles. W., the nearest stopping place, and also R., were within eight miles of M. The supreme court holds that there was no special contract to carry to R.

SAFETY REGULATIONS AT STATIONS.—In Delaware the supreme court holds that railroads are bound to provide safe and convenient means of approach of their stations for all who take their trains as passengers, and of departure for those leaving them; and, as a part of this obligation, the stations must be sufficiently lighted, and kept lighted until all passengers have had a reasonable time afforded them to reach a safe public thoroughfare by the aid of such lighting, if needed, or unless a guide be furnished for the purpose by the company. Where a passenger alighting at a railroad station is a stranger to the station and surroundings, and finds himself, almost immediately after alighting from the train, left in utter darkness by the extinguishment of the station light by the agent of the railroad, the railroad cannot claim that the passenger is wrong-doer if he, in his effort to get to a place of safety or for information, cross other ground of the defendant than that upon which the station is actually erected.

RUNNING ENGINE THROUGH A DEPOT.—In New York the supreme court holds that it is gross negligence for an engineer of an incoming train to run his engine between a passenger train and the waiting room of a depot at a time when passengers might wish to take the train, but it is for the jury to determine whether a passenger who crosses the track, without looking toward the train, is guilty of negligence.

FELLOW SERVANTS—TRAIN DISPATCHER AND TRAIN MEN—DEATH BY WRONGFUL ACT—DAMAGES.—1. Where the train dispatcher of a railroad company has absolute control over the running of the trains, and is charged with the duty of directing their movements he is not a fellow servant of the employees in charge of the trains who are bound to obey his directions.

2. Where a railroad company is guilty of the negligent killing of an employe, it is not relieved from liability for his death because of the contributory negligence of one of the deceased's fellow servants.

3. In an action against a railroad company for a wrongful death, the mortuary tables contained in How, St. Mich. § 4245, and the physical condition of deceased at the time of his death, are competent evidence, as tending to show his expectancy of life at the age at which he was killed.

4. Evidence of the means of the deceased and his family is inadmissible.

5. Whether damages are excessive is not a question of law; and if no improper testimony has been admitted, and the court has given proper instructions, the amount of damages awarded is beyond the reach of a writ of error.—44 N. W. Rep. 502. *Hunn v. Michigan Cent. R. Co.*, Supreme Ct. of Mich., Dec., 1889.

CARRIER—WHEN LIABILITY ENDS—BILL OF LADING.—Under a bill of lading providing that the carrier shall be liable as a warehouseman, and not as a carrier, after the goods have arrived at their destination and been "placed on the platform or in the storeroom of the company," * * * or to be taken from the car by the consignee," without specifying what shall be done with them upon their arrival at the carrier's warehouse, such carrier has its option to retain them in the car to be taken from it by the consignee, or to place them in the storehouse, and in either case liability as a common carrier ceases after a reasonable time given to the consignee to remove them.—Sup. Ct. N. Y. *Draper v. President D. & H. Canal Co.* 27 N. Y. S. R. 931.

CONTRIBUTORY NEGLIGENCE BY INJURED PASSENGER.—The plaintiff in an action for damages sustained while jumping from a moving train, testified that he was on the platform of a car when the conductor took his ticket; that some one told him to jump off as the train did not stop at the station to which he was going, though he could not say whether it was the conductor or not; that when the train slowed up he jumped, and was injured. Both the conductor and brakeman testified that they did not tell him to jump, and that the proper signal to stop the train for him was given and the train did stop, though not until after the plaintiff had jumped. It not being proved that defendant had in any way consented that plaintiff should jump from the train while it was moving, it was held that he could not recover.—[*Herman vs. Chicago, M. & St. P. Ry. Co.*, supreme court of Iowa, Jan 29, 1890; 43 N. W. Rep. 298.]

CARRIER—UNREASONABLE CHARGES—LIMITATION OF ACTIONS.—Code Iowa, section 2529, paragraph 4, provides that actions founded on unwritten contracts, and those brought for injuries to property, or for relief on the ground of fraud in cases heretofore solely cognizable in a court of chancery, and all other actions not otherwise provided for, must be brought within five years after the cause of action accrued. Section 2530 provides that in actions for relief on the ground of fraud or mistake the cause of action shall not be deemed to have accrued until the fraud or mistake complained of shall have been discovered. Held, that an action against a railroad company to recover the excess of charges required to be paid by plaintiff over those required of other persons for the same service, brought more than five years after the cause of action accrued, its existence being fraudulently concealed by defendant, is not within section 2530, being an action at law.

As the plaintiff's cause of action is founded on the unreasonable charges, independent of the fraud, the rule applies that where the defendant fraudulently conceals the cause of action the statute begins to run only from the time it was discovered, or might, by the use of diligence have been discovered.—[*Sup. Ct. Ia. Carrier v. Chicago Rock Island & Pacific Ry. Co.*, 7 Ry. & Co. L. Jour. 205.]

DAMAGES FOR REFUSING TO STOP AT FLAG STATION.—The refusal of a railway company to designate as a flag station for its through trains, a place which is not an incorporated town, which contains only a few houses, and is within three miles of a regular station, is not unreasonable. But if an agent sells a return ticket to such a point, and knows that the buyer intends to use it on a train which will not stop for him at that place, unless he so informs him, the company is liable in damages for a refusal to stop.—*St. Louis, I. M. & S. R. vs. Adcox*, Sup. Ct. of Arkansas, Jan. 18, 1890. 12 S. W. Rep. 874.

SIDE TRACKS NOT DEPOT GROUNDS.—In Wisconsin the supreme court holds that a side track two miles away from a town, used only to load and unload a single commodity, does not constitute "depot grounds" which, by statute, a railroad is not obliged to fence?

LIMITATION OF LIABILITY IN BILL OF LADING.—When a railroad company has made no reduction in rates in consideration of the exemption from liability for fire loss, and has furnished its agent with no bill of lading forms containing a clause to that effect, and has not instructed him to submit to the shipper the alternative of paying the higher rate, or absolving the company from its common law liability, in consideration of the cheaper rate, it cannot escape the liability of a common carrier for goods destroyed. Where the company has given the public no option as to whether it would ship with or without the fire clause, the acquiescence of shippers in the clause does not establish its reasonableness.—*Louisville & N. Ry Co. vs. Gilbert*, Supreme Court of Tennessee, January 30, 1890. 12 S. W. Rep. 1018.

DAMAGES FOR INJURED GOODS.—Where a railway company delivers goods in a damaged condition which are shown to have started on their journey over connecting lines in good condition, the burden of proof is on such carrier to show that the goods were delivered to it in the same condition as it delivered them.—*Mobile & O. Ry. Co. vs. Tupele Mfg. Co.*, Supreme Court of Mississippi, 7 South. Rep. 279.

CONCLUSIVENESS OF BILL OF LADING.—In an action by the assignee of a bill of lading against a railroad company for failure to deliver part of the item mentioned in the bill of lading, the company will be allowed to show that it issued the bill of lading upon the delivery of it of a warehouse receipt for the goods specified in the bill and that the goods delivered by it were all that were delivered to it by the warehouse and such showing constitutes a good defense to the action.—*Hazard vs. Illinois Central Ry. Co.*, Supreme Court of Mississippi, 7 South. Rep. 280.

The Great Northern announces the appointment of William J. Bryth as traveling freight agent for Michigan and northern Indiana, with headquarters at 232 South Clark street, Chicago, and L. S. Greves, general eastern agent, with headquarters in New York City.

Alton Angier, general passenger and ticket agent of the Western & Atlantic, has resigned to accept the position of United States consul at Rheims, France. Mr. Angier has been general passenger and ticket agent of the Western & Atlantic since February, 1889, and was formerly for nearly five years assistant general passenger agent of the same road.

We would call the attention of railroad men to the add of the Bullock Coat Collar Spring Co., on another page.

The Station Agent.

A MONTHLY JOURNAL DEVOTED TO THE INTERESTS OF LOCAL FREIGHT
AND TICKET AGENTS AND THE RAILWAY SERVICE IN GENERAL.

OFFICIAL ORGAN

The National Association of Local Freight Ag'ts Ass'ns.

The International Association of Ticket Agents.

The Railway Station Agents' Association.

The New England Railroad Agents' Ass'n.

Boston R'y Clerks' Ass'n. *Detroit R'y Clerks' Ass'n.*

CLEVELAND, O.

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R. W. WRIGHT, EDITOR & MANAGER.
A. F. MACK, ASSOCIATE.

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Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the EDITOR, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

NOTICE TO SUBSCRIBERS—If this paragraph is marked with blue pencil your subscription has expired. It is hardly necessary to say that a renewal of the same will be a source of much gratification to the publishers. We are giving the agents of the country a representative magazine of which they can well be proud, something that has never been done before, and we feel as do many others, that it is a duty every agent owes to his branch of the service to support a publication, which is endeavoring to advance his interests. To our friends who have so kindly favored us with their patronage during the past year, we would say that our constant aim is toward improvement and with the assistance and co-operation of the agents now on our lists we will be able to accomplish even more in this direction in the coming year, than we have in past. Please renew subscriptions promptly.

The attention of freights agents and clerks is called to the admirable article in this issue from the pen of Mr. E. F. Edgecomb, freight agent of the Kansas City, Fort Scott & Memphis road at Kansas City. Mr. Edgecomb handles his subject in an interesting manner, and the article abounds with useful suggestions to his fellow agents.

Now is the time for freight agents to begin arranging their plans so as to be able to attend the convention of the National Association of Local Freight Agents' Associations to be held in Detroit, Mich., the second Tuesday in July. Full particulars will be published in our next issue, but in the meantime agents should make up their minds to take a vacation on this date and meet their fellow laborers in the service.

* * *

The eight hour movement has not reached railroad circles as yet. The overworked station agent puts in his twelve to sixteen hours a day and thanks the Lord that he is no worse off. Do railway managers appreciate the fact that no matter what trouble they may have with other branches of labor in the service the men employed in station work can always be depended upon, no matter how arduous or exacting their duties may be? The station agent is a laborer, but he stands alone in the great struggle in which labor and capital are engaged.

* *

The United States Circuit Court at Little Rock, Ark., has decided that the Arkansas law, which requires a railroad agent to accept compensation, as named in a bill of lading, without question, does not prohibit his reweighing the goods and charging for actual weight, where he may suspect that the waybill is incorrect. The court decides that the law was not intended to give validity to stipulations in bills of lading which are the result of fraud or mistake. Weighing is a purely mechanical process, and either party may demand verification of weight at any part of the journey.

* * *

Prominent railway officials, whose names have appeared in print during the past thirty days in connection with responsible positions in the service, afford striking examples of what native ability and indefatigable energy will accomplish. Mr. Theodore Voorhees, who has just been appointed general superintendent of the New York Central, commenced his railroad career twenty years ago in a subordinate position and has steadily worked his way up to his present position. John M. Toucey, his predecessor, who has been made general manager of the same company, was a station agent forty years ago, and has been a prominent official of the road since 1862. Lucius Tuttle, chairman of the Trunk Line passenger committee and recently appointed general manager of the New York, New Haven & Hartford road, was a ticket clerk in 1865. He has not been a man of

chance, but has made his own career, which stands a bright example for all young and ambitious railroad men. During the past six months many agents whose names appear upon our subscription lists have been selected to fill responsible positions. There is plenty of room for bright men at the top of the ladder and this is the class who appreciate such a publication as THE STATION AGENT.

* * *

We often hear the remark made that railway managers are opposed to labor organizations among their employes and that an agent lowers himself in their estimation by joining an association representing his branch of the service. There are no grounds for these fears on the part of agents. The objects of such organizations as the International Association of Ticket Agents and the Railway Station Agents' Association are heartily endorsed by every manager whose attention has been called to the subject. We print in this issue several letters from prominent officials of Texas roads giving their approval of the latter organization. The fact that general passenger agents all over the country have endorsed the ticket agents' association shows the sentiment in that direction. These associations are not on a plan with ordinary labor organizations. Their primary object is not to breed discontent among members nor to acquire a strength that will serve as a means for intimidating the various managements, but rather to encourage progress in their profession and to improve the standing of individual members. The agent can never engage in a strike. It is the height of folly for railway managers to fear this, as every man holding a position of this kind is under bonds, that require the faithful performance of his duties until relieved by a qualified successor. Agents' associations should be encouraged by everyone who has the best interests of the railway service at heart.

DON'T BE TOO QUICK TO CRITICISE.

Few people, even among railway employes, realize the intricate network of form and methods requisite to the proper conduct of the various branches of railroading and its slow development through years of experiment and experience. Those who manage departments perhaps are adepts in their special work, but even their experience, teaches them, that improvements and innovations must and will gradually change their methods, and that he who keeps abreast of the times must make a continual study of his work. Go into the general offices of any railroad company and

see the army of clerks, each working at some specific part, and realize that the vast volumes of statistics, contracts, plans, figures innumerable, piles on piles of manuscripts and accounts, each and every one having some relation one to the other and all completing the system of operation and accounting. Many times, if those who are so ready to find fault when some error in method is demonstrated, or who grumbles at "the red tape" would take the time and trouble to give even a hasty glance into department work or give a little thought to the requirements of railroading, they would wonder at its perfection, instead of its faults.

In these so-called "heartless monopolies" are men with hearts as large, and brains as active and willing to reach perfection as in any walk in life, but railroading like all human innovations, being the growth of human experience, perfection is only reached through experience and experiment and is often dearly bought. Theories which seem perfection are found worthless in practice. Innovations are expensive, and often disastrous and dangerous. Systems which are perfection under some conditions and surroundings, are utterly worthless under other conditions. Thus, in the various countries and different sections of one country, methods differing vastly in detail are employed. Men educated and accurate in one method, would be confused and unreliable in any other, and hence arises the fact, in practice, that innovations must be of gradual growth, and must be in all their relations to the various surrounding elements, changed and moulded to fit the requirements.

You who are so ready to find fault with railway officials and employes and their methods (and we find them in the ranks as well as out,) must acknowledge, if you will give the subject, proper thought, that railway officials are energetic, conscientious, hard working men, as anxious for perfection in their calling as those in any other business or profession.

Railway employes are as a rule considered reliable and capable and almost universally stand high in the estimation of their fellow men. The requirements of their positions necessitate this.

In criticizing methods employes should ever bear in mind that their success is a part of that of their officials and their companies and that to carry to perfection or demonstrate the weakness of any plan is to follow that plan to the letter to such demonstration.

Officials also should bear in mind that in their ranks are men who think and reason and whose experience are of inestimable value in perfecting detail of work

and that their personal recognition and appreciation encourages to renewed exertion and study. Man to man there should be no icy coldness between officials and their employees. Rather a warmth of recognition; at least as much as is extended in business relations, or to friends. Such recognition lightens the burden and the heart of many an employe and secures devotion to the cause.

The "general public"—(will they hear it or hearing heed?) should bear in mind also that the "red tape" is for accuracy in accounting, and in fixing the responsibility for error, and thus correcting the fault and preventing its re-occurrence. It should also know something of the necessity of absolute accuracy; as many times several departments are involved in the transactions. The public should also remember that human ingenuity has not devised perfection, or fully overcome error; that railway officials are human, and not devoid of human sympathy, and while employed to protect the interests of their corporations, they are as willing to deal justly by all men as persons in any other calling.

GRAY.

MILITARY RULE IN THE RAILWAY SERVICE.

President A. S. Haines, of the Savannah, Florida & Western railroad, at the recent meeting of the General Time Convention, delivered an address, certain portions of which will be read with interest by railroad men generally. We quote:

As railroad managers we also handle men as well as material and appliances, and here is a field for our efforts as yet scarcely touched, at least in the way in which I would like to see it treated. A railroad system, properly organized, has its staff, field and line officers, its supply departments, its inspectors, its divisions, and districts of operation; in a word, it is an army, whose office is not to slay, not to devastate, but to transport the people and products of a country. This is its function, and to this end all of its efforts are directed; and to accomplish this end successfully discipline is as essential as in a military organization. With the growth of our business, with the extending area of operations and the increased number and speed of trains, there must be an increased strictness of discipline and an enforcement of that discipline by penalties as irksome to the employe as in a military army the incessant drill and the penal regulations are to the soldier. A resistance to restraint and reproof, a mutinous tendency, a disposition to oppose the interests of the company in matters indifferent to the employe have been I fear, encouraged by labor organizations, whose ostensible objects are the pecuniary, moral and social welfare of their numbers. If this spirit is to prevail, the maintainance of that discipline will be imperilled, which is as essential for their own safety as for the protection of the lives of our passengers and the property of our stockholders.

The rapid increase of railroad mileage and tonnage has led to the enlistment of a mob of recruits in our industrial army as unused to discipline and to obedience to control

as they are averse to them. In this emergency railroad managers have been compelled to take this material as it comes to their hands, and to make the best possible use of it; but with a decreased ratio of railroad construction this necessity will also decrease, and we will then have time at our disposal to drill the disorderly and disaffected members into a proper state of discipline and to dismiss the incapables from the ranks. For this work to be successful we must arouse among them a feeling of pride in the organization to which they belong, of respect for their officers and of interest in the work which they have in hand, which is known as *esprit de corps*, a spirit which has carried armies through privation, suffering and defeat to victory, and without which no body of men can be controlled under adverse circumstances. How to do this with the opposition of labor unions better organized than we are is indeed a subject well worth our consideration, and one which we have to face sooner or later, whether we like it or not. It would be out of place for me to do more than to indicate the direction which the discussion of this subject would take. I will suggest, however, that when the rapid absorption of outsiders into the railroad ranks shall cease and all questions of wages shall have been approximately adjusted, whether by arbitration or by the effect of supply and demand, the time in my opinion will have arrived to determine the relations between a railroad corporation and its employes which will insure the best results of their labor to themselves, to the company and to the public. Here will come in questions as to permanency of employment, insurance against injuries, sickness and old age, priority of promotion, recognition of meritorious services and protection against abuse on the one hand, and on the other questions of training for special duties, obedience to orders, respect to superiors, etc., which have occupied the attention of military men for thousands of years, and which have lead to the application of certain recognized principles to an army of fighting men that are in many respects as applicable to an army of railroad men.

Mr. Haines' theory that railway employes should be placed under military rule, with all that such a system implies, will hardly meet with endorsement, either from the men interested themselves or the public generally. While perfect discipline is essential to the successful operation of so vast and complicated a piece of machinery as a railway corporation, it can be attained by other means than the iron hand of civic military rule. Good wages, the employment of intelligent men, fair treatment, and the enforcement of "civil service reform" rules, so far as consistent, will accomplish far more than will military discipline.

There is an inherent dislike of military dominance among the American people. It savors too strongly of the despotic methods of a monarchical form of government to find favor in the land of personal liberty. We have no need of standing armies here, nor do we wish to see the million or more of railway employes transformed into a semi-military organization that would be under the absolute control of corporate interests. Any attempt to bring about the establishment of such a system must needs be subtle and

insidious, or it would bring a whirlwind of indignation and opposition upon its promoters, the results of which would be far reaching and disastrous

The railroad service has often been likened to, and indeed, termed an army, but the comparison is not a fair one, in the strict sense of the word. The men employed in railroad work are simply laboring for their daily bread, and have surrendered no part of their personal freedom. They are at liberty to retire from the service whenever it may please them to do so. There is no compulsion in the matter, and no obligation on the part of the men employed to serve out a stated term, regardless of the treatment they may receive. Desertion from the army is punished by imprisonment in time of peace, and by death in war times. Doubtless there are railway managers who would be glad to see a code of punishment based on such lines for use in case of strikes, but, it is hardly necessary to say, they will have to content themselves with existing methods.

A railroad-military despotism, as such a system, once inaugurated, would become, would be a menace to our free form of government. Imagine a standing army of more than a million men carrying out the arbitrary orders of one vast corporation, which the entire railroad system of the country would be under such conditions. Mr. Haines' system may be desirable from a managerial stand point, but it is not to be thought of in this country.

Mr. Haines gives labor organizations a severe rap, while at the same time admitting the immense influence. In this connection an editorial in a recent issue of the *Railway Service Gazette* is particularly appropriate :

We have said, and we repeat, that the railway managements themselves are responsible for the existence and the growth of the railway labor unions. If all classes of employes from the general manager down, are not at last firmly united in railway labor unions, the fact will not be due to lack of encouragement in that direction, from the railway managements.

It is not our purpose here to discuss whether the railway labor union is in itself a good or a bad thing; a curse or blessing, though we cannot help believing that it is good policy to encourage every movement that may secure for railway employes, on all lines, or for certain classes of employes on all lines, a general advance of wages. It is certainly more pleasant to have well paid, than poorly paid employes. It is certainly better to have a contented, prosperous service than a half paid, poverty stricken service, and it should need no argument to show that the general public, and not the railway companies, must pay this advance in wages, in higher traffic rates.

But repeating the language heretofore used, we say that the railway managements themselves are responsible for the railway labor unions, and the only wonder is that every class

of employes and officials are not bound together for the purpose of securing better wages. This would probably be the case, were it not for the feeling of pride on the part of the official grades, that they more directly represent the owners of the roads. But even this feeling may not always prove sufficiently strong to stand against the more imperative demands of self interest, which the managements so clearly indicate, lies in the direction of the labor unions.

Let the roadmaster, the master mechanics, the train dispatcher, the trainmaster or even the division superintendent, present a plea for a better salary; let him show that his duties are very responsible, that his labor is very hard, and that he must possess ability and experience of a much higher order than is possessed by other classes of employes, even possibly his own subordinates, who may receive as large or a larger salary than he does, but are represented by the labor unions, and what is the result? He is often told that if he does not like his present position he is at liberty to resign, that there are plenty of men ready to take his place. He may even be informed that his services are no longer needed. He is snubbed, humiliated and insulted, his only offense being that he has presumed to request that consideration which he believes his deserts entitle him to, and at all events such consideration as is accorded to others in less responsible positions. He has forgotten that no powerful labor union stands at his back to enforce his demands, or if he remembers it is that his management always opposes the labor unions, and thinks it would only be too glad to recognize the just deserts of those who stand aloof from the unions.

But let the committee representing the powerful labor union make its appearance at the door of the general manager's office. It is received with marked consideration. No humble petition is now presented. "We demand" is the language of the committee. And this demand is usually promptly granted, or if it cannot be granted, the fullest explanations are given, and the committee is made to feel that it racks the very soul of the manager to be unable to accede to its wishes.

We do not wish to be understood as endorsing the high handed methods so often pursued by labor organizations, but that there is, in many instances great provocation no one can deny. The associations which THE STATION AGENT has the honor to represent do not come under this category, and cannot be included in President Haines' condemnation. They object is simply of a social and beneficial nature, as the character of their members' duties in the service renders impossible any revolutionary methods. They have met with the unqualified endorsement of officials generally, and are recognized as one of the best stepping stones to advancement in the service.

ELECTING OFFICERS IN CONVENTION.

A recent issue of the *Railway Service Gazette* editorially criticises the practice of conventions in appointing a committee to nominate a list of candidates for election of officers. The *Gazette* says in this connection :

It is true that a convention may reject the report of the committee, and elect other persons than those recommended, but as this is very rarely ever done, it may be said that the practical effect of this custom is to disfranchise every member of the association, except the person who appoints the committee. We state a well known fact that in a great many instances, the whole programme is pre-arranged, and long before the convention meets, it is decided by the few persons in the secret, who are to be the officers for the coming year. How absurd then it is to call a convention and send delegates thousands of miles, to go through the farce of voting for a set of officers already decided upon.

And what is here said applies with equal force to all kinds of conventions, in or out of the railway service. When a motion is made for the presiding officer to appoint a committee to nominate or recommend a list of candidates to be voted for, it may as a rule be taken for granted that back of this motion is a put up job—"a nigger in the woodpile." Such a motion is, and should be so considered, an insult to the intelligence of every member of the convention. It implies that the members of the association at large are incapable of managing the affairs of the association, and that those matters which are of the greatest importance to them, shall be taken from their hands and placed in charge of a few persons who are "nearest the throne," and who have the work all cut and dried in advance. * * * * * All nominations should be made in open convention, and every member who can get a second to his nomination should have the privilege of naming the man he wishes to vote for. This is the only safe plan, and the only plan that gives satisfaction. Under this plan the best men are far more likely to be chosen, than under the ring rule and committee plan.

We cannot agree with the *Gazette* on this subject. While the practice of selecting a list of candidates to be voted upon in open convention may be objectionable in some respects, we believe that its results are far more satisfactory than where hap-hazard nominations are made on the floor of the convention. A committee has a better opportunity for discussing the merits of the various candidates suggested, and can do so without fear of creating personal unpleasantness. When nominations are made in convention some well-meaning, but injudicious member names another delegate, who is probably present and whose only recommendation lies in the fact that he is a "good fellow." Other members vote for him when the time comes for the same reason, and also because they haven't the moral courage to cast their ballots against him while in his presence. So, frequently an incompetent man is installed in an important office. A committee composed of level-headed men, who have the interests of their organization at heart, are better able to judge of the qualifications of a candidate and can act more fearlessly and with greater independence than a large and unwieldy convention. If all such gatherings could be depended upon to exercise good judgement in these matters the necessity for "slate making" would not be so apparent, but we consider it the best system, by far, under present methods.

HUMOR OF THE DAY.

HE WOULDN'T COME BACK.—A story is being told of a very close citizen of Washington, that he wanted to go to Lynchburg recently. At the ticket office he was told that the fare was \$1.80. "One eighty," he muttered. "Gif you \$1.40."

"Can't cut rates. One eighty is the fare."

"Gif you one fifty."

"Nope. One eighty."

"Den I'll walk."

"That is your privilege," answered the ticket seller. So he started off down the track, and had made about half the distance when he heard an engine tooting and whistling behind him.

"You needn't vistle," said he, waving his hand, "I'll not come back."

AN ACCOMPLISHED TRAIN.—The following despatch appeared in a St. Paul paper:

"GLYNDON, MINN., March 22.—Two young lads Erwin by name, about 14 and 10 years of age respectively, started out on the road to fame today by placing obstructions on the Northern Pacific railroad track four miles east of this place. Fortunately the west bound way-freight saw the stuff on the track in time to avoid running on to it, and, noticing the boys fleeing through the woods gave chase and caught them, and turned them over to the authorities here. On their examination before Justice Osborn, they were remanded to jail to appear for second trial next Wednesday."

That is what we like to see—a train that is able to grasp a situation promptly and act on it with decision. The spectacle of the intelligent locomotive and the wily caboose hunting the boys through the woods must have been magnificent. The indignant box cars bounding the brush in hot pursuit; the nimble-footed gondolas lying in ambush at a turn in the trail and the flat cars (sharp enough now) scooting across lots to cut off retreat on the other side of the grove! Then with what pride the locomotive, snorting with just wrath, must have marched up to the "local authorities" and handed over the delinquents. Who would have believed twenty years ago that the genius of the inventor would have gone so far as to perfect the locomotive into not only the magnificent machine which we so commonly see today, but into an able and alert police officer?—*Exchange.*

HE KEPT THE BOOK.—The restraining effects of the Interstate commerce law on railroad passenger service are not not as manifest to the public as they might be. A short time ago an instance in point occurred to F. W. Huntington, the Manitoba passenger agent. While Mr. Huntington was in St. Paul a man entered his office one day and threw on the desk a mileage book, which originally had contained 2,000 mile coupons and had been sold for \$40.

"I want to be allowed cash for the balance of this book," remarked the traveler.

Now, formerly it was the custom of some railroads to allow for balances of mileage books cash at the rate of purchase, two cents a mile. Mr. Huntington, however, was not sure that the new law made provision for such cases. He looked it up and found that in giving credit for returned mileage, the "local rate" must be charged for the coupons which had been used. The local rate of this road was three cents a mile.

"How much have you used?" he inquired of the stranger.

"Fifteen hundred miles," was the reply.

The suave lightning calculator remarked in a mild whisper: "Three, fifteen, forty-five!" and added in convincing tones: "Sir, you owe me \$5 and the book."

It is needless to say that the stranger traveled the rest of his mileage on the Manitoba.—*New York Tribune.*

THE RAILWAY CLERK'S DEPARTMENT

—CONDUCTED BY—
Box 526. GEORGE A. ROUND, Concord, Mass.

The new department of our magazine devoted to the railroad clerks, and their interests is an unqualified success. We expected this, but the many hearty words of encouragement and endorsement received by the editor from all parts of the country has proven the success of the new feature almost beyond even the rose colored results which we had in our most sanguine moments anticipated. Co-operation is pledged, and the department promises to be one of great value to every reader in the great army of intelligent railroad clerks. Communication on any subject pertaining to the work of the railroad clerk, and news items in the same line, will always be acceptable to the editor. We are bound to make this department a success, but it lies with you, comrades, as to the magnitude of this success.

G. A. R.

CLERKS OF THE HUB.

The month of April has been a momentous one to the Boston Railroad Clerk's Association, two interesting meetings have been held, and the annual dinner partaken of. The first regular meeting of the association for the month was held on the evening of April 7, President Raymond Coon in the chair. The principal feature of the meeting was an address by Joseph A. Shinn, formerly auditor of the New York & New England railroad, in which he defined the position of the railroad clerk and opportunities connected therewith. The address was full of sound advice, based on the years experience of the speaker. In speaking of the railroad clerk as compared with clerks in other lines of business Mr. Shinn said:

"The position of railroad clerk is a little different from that of clerks in other lines of business. Comparing them with local corporations, such as banks and insurance companies and private business, it would seem as though the railroad business had special inducements for young men to enter it. The salary paid at the beginning is usually larger than that paid in any other department of business. A clerk going into a bank in Boston, may have graduated at Harvard College, and yet he would go in as a bank messenger at a nominal salary; in fact, it is sometimes the case, that his father pays a sum to get him into a respectable business, but in many cases the pay would be nominal, say \$4.00 to \$8.00 a week, and frequently continues at a nominal amount for a long time. Clerks entering railroad employ do not expect to work for a nominal salary; at least not if they have sufficient aims, and in that respect it is different. Again, in entering other lines of business, particularly manufacturing and mercantile, the applicant looks forward to a possible partnership, or entering upon the same line of business for himself, so he goes in to study and learn the business. It cannot be said that anybody enters the railroad business as a clerk expecting to become a partner in the business, although there are some exceptions to this. The reason why there appear to be so many more succeeding in mercantile life, is because there

are more engaged in that business. What determines a man's success in railroad or mercantile life is frequently opportunity; in fact, so far as I have observed in railroading, it is oftener the opportunity than the man. I think there are a great many men in the lower grades of railroad service competent to fill high positions, more than there are in the high positions, but cannot get them because the opportunity has not offered them to advance. All business life is dependent more or less upon opportunity, and not wholly upon our personal exertions or abilities. The exertion of the individual, though, is generally necessary and the want of it is frequently the cause of failure. I have observed very frequently that railroad clerks, after getting a position seem more interested in drawing their salary and getting away the minute the time was up for suspending business, than they had in learning either their own business or that beyond them. I think that is the worse thing a man can do, and the most general fault of clerks; they do not feel like devoting any extra time or spare time from their own work, to assist their fellow clerks, above or below them, and finding out what they have to do. They are satisfied to do their own work; some of them do their work satisfactorily and in an entirely creditable manner, but no man who does not endeavor to learn the work beyond him, can hope for advancement, and is not entitled to any sympathy if he fails to get it. The next important point is thoroughly supporting your superior, whether chief clerk, station agent or a higher officer. Clerks should not have any personal feeling in their business. It is immaterial to them, who has the management of the road or what the policy is.

Mr Shinn gave other practical and healthful points in his admirable address which was closely listened to.

The fourth annual dinner of the association took place on the evening of April 17, and was a success in every particular. The Revere House in Boston is noted for its dinners and their reputation was well sustained in this instance. At eight o'clock the dinner was served and sixty members of the association together with a dozen officials as invited guests, and members of the press, were seated about the table. The menus attracted attention at once by their unique and appropriate character. The form was that of a coupon ticket, each coupon bearing the names of dishes to be served in each course with some apt railroad quotation happily intermingled. The stub of the ticket contained a special contract which is worthy of notice and is given here below:

Issued by the Boston Railroad Clerks' Association. On account of Revere House, Boston, Mass. Subject to the following contract:

In consideration of the fact that we meet but once a year for the same purpose that we assembled tonight, this association agrees to furnish a dinner to each guest and member as follows, to wit:

- 1st. One dinner per coupons attached.
- 2nd. That in giving this dinner this association will not hold itself liable for the effects after leaving the hotel.
- 3d. That this menu is valid only upon the date indicated by punch cancellation on the margin.
- 4th. That no stop over at intermediate courses will be allowed, unless specially provided for by the waiter of the section.

5th. That baggage liability is unlimited, personal weight not to exceed ten pounds from time of arrival at hotel until departure therefrom.

6th. And it is expressly agreed that this menu will not be scalped, but that the holder will use it with its coupons as it was originally intended he should—to the best of his ability.

Among the words of information and advice which accompanied the coupons, the following are a fair illustration:

"Blue Points: To be forwarded at once."

"Consomme: With claims in it."

"Baked chicken Halibut: 'Long haul clause.'"

"Cucumber: At owners risk."

"Roast quail on toast: Worthless if detached" and after coffee and cigars, the suggestive words, "side tracked." Justice was done to the dinner and at 9:30 President Coon called the company to order, and in well-chosen words welcomed the members and guests of the evening. Secretary Wilcombe followed with an admirable report of the year's work and outlook for the future and in his remarks paying a hearty compliment to the association's official organ, THE STATION AGENT. President Coon then introduced as toast-master George A. Round traveling auditor of Fitchburg railroad. Mr. Round after brief remarks proceeded to the pleasant task of introducing as speakers the distinguished guests present, and during the evening the following toasts were responded to: "The Higher Grade," General Superintendent A. A. Jackson of the New York & New England railroad. "The Evolution of the railroad clerk," A. A. Folsom, ex-superintendent of the Boston & Providence railroad. "The Railroad Clerk in the Social World," General Passenger Agent J. R. Watson, of the Fitchburg railroad. "The Railroad Clerk from a Moral Standpoint," Alex Miller, secretary of the Union Pacific railroad. "The Railroad Clerk as a Mechanic," George Richards, president of the New England railroad club. "Our Past Officers," E. B. Chamberlain of the Railroad Clerks Association. All present responded to the following and final toast by rising "Long Life and Prosperity to the Boston Railroad Clerks' Association." The addresses given by the various speakers were full of interest and many valuable suggestions were given and many words of encouragement spoken. Other guests present were D. C. Sandborn, division superintendent of the Boston & Maine railroad, G. D. Buttrick, transfer agent Union Pacific railroad; V. W. Halbert, New England traveling agent, Hoosac Tunnel Route.

At the regular meeting of the association, April 21, a historian's report was read by the secretary, and many interesting facts given in a brief way, the report containing the summary of important railroad happenings throughout the country in the past month. At the next meeting a special entertainment

is to be given in the form of a mock trial and an evening of fun is assured.

THE DETROIT CLERKS.

The association at Detroit is already on the highway of success and from the first meeting in December the progress has been encouraging. The call for organization which was issued by brother Kellogg is a good one, and might well be used in cities where no association has yet been formed. It is so much to the point, that we print it below:

DETROIT, Dec. 14, 1889.

To all Railroad Clerks:—

There are employed in the different railroad offices in this city some 300 or 400 clerks, and as far as is known there is nothing in the form of a club or association to bring them together. Clerks in other branches of business have their clubs. For instance the bank clerks, drug clerks and many others. Why can't we? If we all unite and put forth a little effort we can. Let the clerks of the different offices meet and appoint a committee from each office, and when this is done call a general meeting of the committee, and organize some such club or association. Many things of great good can come from such an organization, both socially and financially. (We might adopt a sick benefit fund.) Boom it, boys, and see what we can do. One office in this city is ready now.

A RAILROAD CLERK.

You may address J. F. Kellogg, Wabash Freight Office.

Secretary Kellogg tells in the following interesting way of the outcome of this circular:

In response to this circular about forty clerks met in a passenger coach which was placed at our disposal by Superintendent Atwater of the D. G. H. & M., on Sunday, December 22. At this meeting, nothing was done except to elect a temporary chairman and secretary, and to call a meeting as soon as possible. On account of the epidemic which was raging throughout the country our next meeting was not held till February, when our constitution and by-laws, which had been drawn up by a special committee, were adopted and our officers elected. The following is a list of officers: President, J. H. Hanna, chief clerk, L. S. & M. S.; vice-president, J. W. Hewson, chief clerk, Michigan Central; secretary, J. F. Kellogg, car accountant, Wabash; treasurer, C. A. Major, assistant chief clerk, Michigan Central; finance committee, W. T. Davis, accountant, Wabash; B. H. Coyle, chief clerk car accountant's office, Michigan Central; J. Caldwell, chief clerk, Grand Trunk. And an executive committee consisting of the treasurer and one member from each local and each general office in the city. As I said in my former letter our constitution and by laws are exactly as the Boston association excepting our dues are \$3.00 per year instead of \$2.00.

The present membership of the association is 140 and at one of the recent meetings twenty applications were acted upon.

James H. Hanna, the president of the Detroit association is well qualified for his position, as will be seen by the following brief sketch of his life:

Jas. H. Hanna, the president of the association first saw the light of day October 11, 1861, at Littleton, Ireland. He was educated at Pocke College, Kilkenny, and left school when 17 years of age, and started for America alone. His first position in this country in the railroad business was bill clerk in the Grand Trunk office. After working there about

nine months, he secured the position of second bill clerk in the Lake Shore office and was promoted from that to first clerk, and then to chief clerk. Mr. Hanna was married November 4, 1884, and being a strong republican cast his ballot for James G. Blaine, before meeting his promised bride at the altar. He is today the father of three bright boys. Mr. Hanna is a Mason, and a jovial good fellow, respected by all his associates and every railroad clerk in Detroit.

The first social hop of the Detroit association was given at the Light Guard Armory on the evening of April 18, and was a grand success, as the following notice from a local paper shows:

The first social hop of the Detroit Railroad Clerks' Association, given in the Light Guard Armory, Friday evening, was a great success and one of the most pleasant assemblages that ever gathered in the hall. The programs were very unique and original, and the hop was managed in first-class style. Prof. Gaines led the grand march, which began shortly after 9 o'clock, and dancing was kept up till about 3 o'clock.

The character of the last meeting of the association is best told in the following circular:

DETROIT RAILROAD CLERKS' ASSOCIATION.

A special meeting of the association will be held Wednesday evening April 23d, at 7:30 p. m. (standard time), to hear the report of the entertainment committee and arrange for furnishing our rooms, after which there will be a debate on the question "Is car rental beneficial?" A recitation by Mr. John S. Kain and music by Mr. Chas. Horne and others. A full attendance is desired. Yours truly,

J. H. HANNA, Pres. J. F. KELLOGG, Sec'y.
Detroit, April 19, 1890.

ST. LOUIS CLERKS.

The call for organization issued by some of the most prominent railroad clerks of St. Louis under date of March 15, contained among other good features the following sentences which cannot but be endorsed by every railroad clerk in the land:

All of the different branches of the railway service throughout the country are organized into some sort of mutual improvement or protective association, except the railway clerks. We have the intelligence and the capacity for one of the strongest and most influential organizations for mutual improvement of any class of railway men in the country. Railway managers, everywhere, cannot but look favorably and encouragingly upon all efforts to increase the efficiency of the service, and to enforce a general improvement, morally and intellectually, of the clerical forces. The perfecting of such an association, as is contemplated, will gain the recognition of all railway officials in the highest ranks and the confidence of the public.

This circular met with a hearty response and on the thirty-first of March the following notice was issued:

RAILROAD CLERKS' ASSOCIATION OF ST. LOUIS.

You are hereby informed that the above association has been organized, and the first regular meeting for the election of permanent officers, etc., will be held in the Elks' Hall, Seventh and Walnut streets (entrance on Walnut street), next Saturday evening, April 5th, at 8:00 o'clock. It is important that you attend this meeting and bring as many of your friends as possible, as we need your co-operation in making

the association a success. F. L. HASTEDT, Temporary Sec'y.
St. Louis, Mo., March 31. W. S. MOORE, Temporary Pres.

Brother Moore who has been a prime mover in this organization tells under date of April 11, of the further progress of the association. He says:

We are duly organized as the Railroad Clerks' Association of St. Louis, but have not as yet elected all our officers. Our next meeting night is set for April 19th, when we will elect our executive committee which will complete the list of officers. Our constitution is modeled after that of the Boston association, there being but few changes. We adopted the same preamble and most of their articles. I feel now that we are fairly on the road to great success. We have a membership of over 100, who seem to have the greatest interest in making the association the success it should be. Among our members we have some of the very best material in this city, comprising nearly all the cashiers and chief clerks of local offices, as well as general offices. Of course, most of our work at present is confined to selecting the material which we consider will give us the greatest strength. The objects of our association are as set forth in the preamble and I think there is no doubt that we will be fully up to the Boston standard in a very short time. Since we issued the attached circulars we met and elected the following officers for the year ending December 21, 1890: President, W. S. Moore, cashier, C. C. C. & St. L. R'y; vice-president, J. H. Mack, chief clerk, general freight office S. L. & S. F. R'y; secretary, A. C. Maroney, balance clerk, Terminal Railroad Association; treasurer, F. L. Hustedts, contracting agent, A. T. & S. F. R'y. Finance committee: Mr. Ferguson, chief clerk, S. L. & S. F. R'y; Mr. Hunter, Terminal Railroad Association; Mr. Razine, Wabash railroad. This is as far as we have got in the election of officers. Our constitution and by-laws will be referred for printing at our next meeting night. I will give further particulars as we progress.

Surely the St. Louis clerks have every reason to be congratulated on the admirable state of their organization.

TROJAN LODGE, TROY, N. Y.

Brother Staley is full of enthusiasm over the rapid organization of railroad clerks all over the country and pledges his support to favor any movement in this direction. No special report is given by his lodge this month, except that they are enjoying a full measure of prosperity and the interest is increasing. There is strong prospects of a similar organization being formed in Albany, which city contains many of the brightest representatives of the railroad clerks, found in any section. Brother Staley has sent us an admirable paper on the "Necessary Educational Qualifications to Become a Successful Railroad Clerk," which we shall publish with similar papers in the same line in the June issue.

THE BUFFALO CLERKS.

A splendid organization with lots of enterprise and brains to back it up, is one opinion expressed by an earnest friend of the Buffalo association. Secretary Wallace sends a brief report of the meeting of April 15, or rather the special entertainment given at that meeting, it being the plan of the association to

provide a special entertainment the second meeting of each month.

Eighteen new members were admitted at this meeting and the following excellent programme rendered in a most happy manner.

- (A) Nocturne Op 9, No. 2. } Chopin.
(B) Polonaise Op 26, No. 1. }

Recitation:—"Shamus O'Brein"..... Miss Duff.
..... FRANK A. DALEY,
..... D. L. & W. R'y.

Vocal selections:—"Love Song of Sorrento." "Comin' thro' the Rye," "Johnny is so Bashful."
..... Mrs. McAllaster

Overture:—Carsotan (arranged)..... Miss Duff.

IN KANSAS CITY.

The editor has not yet received the official report from the large and prosperous association formed in the winter at Kansas City, but hopes to give all the details with list of officers, etc., in next issue. We have received, however, a cordial letter from A. G. Compton, chief clerk of the A. T. & S. Fe. of which the following is an extract:

We have a railway clerks' association in Kansas City and have been working about two months. At our last meeting we had a correspondence from THE STATION AGENT and our secretary was instructed to forward for publication a copy of our constitution and by-laws as soon as they were in proper shape. We think the question of adopting an official organ for our association will come up at our next meeting, and if so, I think THE STATION AGENT will be adopted, as there are quite a number of the clerks already subscribers, and will advocate that magazine.

Mr. Campton further tells of his intention of attending the convention of the Railroad Station Agents Association at Cleveland in May and hopes to meet some of the members of the different railroad clerks' associations and talk up the matter of a national organization.

AT CHICAGO.

There is at present no railroad clerk's association in Chicago, but the matter is being talked up, and no doubt steps will be taken at an early day to form one, as there is a large army of intelligent pushing clerks in that city, who would carry an organization of this kind on the immediate road to success. Mr. E. F. Tebbetts, chief clerk of the local freight office, Michigan Central railroad, writes to us under date of April 16, in which he asks for copies of the Boston clerk's constitution etc., and in which he pledges his cordial support to the movement. Let the bright clerks of Chicago rally, and form an association, and fall into line in the national movement, which is bound to be inaugurated at no distant day.

TO ALL CLERKS.

We shall be glad to hear from any railroad clerk in any part of the country, and to assist in any way possible to forward any movement toward organization.



[This department will be devoted to the discussion of points that may be raised by our readers regarding station service. We shall endeavor, as far as possible, to give our own views on such subjects as may be brought up, but would prefer, except in cases where an answer is directly requested by our correspondents, that the readers of THE STATION AGENT take an active part in the discussions, unbiassed by any statements on our part. Every answer given by the editor will be passed upon by competent authorities. Our readers should bear in mind, however, that the rules of various companies differ widely on many points, and it is impossible to give an "official" ruling, applicable in every case, through the columns of a publication. Our views are simply based on the best experience of practical railroad men, and should not be accepted when at variance with the regulations of the company employing the correspondent who may make use of this department. We earnestly invite our readers to make use of this column. Ed.]

THE NEED OF RAILROAD LEGISLATION.

EDITOR THE STATION AGENT:

The matter of legislation to protect the public against the "grasping and soulless railroad corporations," has been a great question before the people of the United States, for a number of years, and has resolved itself into the drama known as, "The Inter State Commerce Law." My opinion of this farce has been given in a previous number of your journal, and while it may not have met with the approval of your readers, it is some comfort to unburden your mind. We have, within the last month, had a little experience in legislation to protect railroad employes in the state of New York and it has met with very poor success. I refer to the bill to compel corporations to pay weekly. All the machinery available to the railroad corporations was put in motion to defeat this bill and resulted in its being reported from the committee to which it was referred, "that surface railroads should be omitted," and the bill will evidently become a law as amended. Now is there any reason or justice in this? Can any one see any thing but a jug-handled state of affairs in this, and does it not go to prove that the railroad corporation cannot be reached, and are given advantages over other institutions? Are their employees any more menial than others, or are railroad companies any better than other employers? There is only one class of railroad men that is paid in proportion to the work done. That is the locomotive engineer and he is paid because the railroads cannot help it, his work and his organization protecting him. The C. B. & Q. was victorious in its fight with them, so its claim, but another such a victory would put the railroad in the hands of a receiver, and no other road has any desire to try the same experiment. The scale of engineers wages has gone from \$60 per month to \$125, in the last 5 years, and all other classes of railroad labor has remained practically the same. Some time since the *New York World* in a Sunday edition published an article by Edward Bellamy wherein he portrays the amount of property of the United States owned by a firm comparatively. Sixty thousand people own over half the estimated wealth of the United States, and the manipulators of our railroads can be put down for the lion's share of this.

There is only one way to legislate and bring this matter to a satisfactory conclusion. I don't want to be understood, as being the originator of the idea, I don't claim to be any more far-seeing than our legislators, but I do claim to be more

fair in my opinions, as expressed. If railroads and all other corporations conducted business and paid their dividends on the actual amount of money invested, making a maximum per cent by law, say 10 or even 12 per cent, would be enough. How many corporations today are working their help as low as they will stand it and can live and paying a dividend on millions of dollars stock that cost nothing but the printing? I would ask any reasonable person if there is anything fair or honest in this, and I will predict that any man now in power or may hereafter be, who brings about the reform needed right here in this one particular will do his country more good and will be looked upon by the people (few exceptions) with more reverence than George Washington. I would like to have some person better versed in these affairs than I am give some valid reason why corporations are or should be permitted to water their stock, when the dividends get so high they are ashamed to publish them. Can any reason be given, why this practice should not be prohibited or I should say, not sanctioned by our legislation? Is not this the direct source of four-fifths of our poverty, strikes and labor troubles through all these United States? I say it is, and should like to hear an argument that claims otherwise.

What salaries could be paid, what could they afford to do the business of the public for, if the Western Union Telegraph Company for instance paid a dividend of 7 per cent. only on the actual amount of money invested in the plant?

This is only one instance of a thousand similar ones in the United States, and it is the crowning outrage of all, that are perpetrated on the public and the employees of corporation. The argument that the property is worth more than it cost and is intitled to an increase of stock will not hold water. Why is it more valuable? Because the men that do its work are paid just enough to keep them slaves. A man with a dollar ahead is too independent for their purpose, and a further reason is, because the public is asked and eventually compelled to pay three times for the service it receive more than cost to do the work. If a man puts one thousand dollars into a railroad, he is entitled to a fair percentage of earnings on the investment, but he is not entitled to the percentage and another thousand and the law that permits him, not only permits him, but helps him to get it, is wrong. The people of the United States are being squeezed to the to their last cent by this same process and the men we elect to the legislature turn the screws. A corporation secures a charter to build a railroad. Possibly it is subsidised by a large strip of government land on each side, as such things are not uncommon. Merely to illustrate, we will say they issue bonds to the amount of a million to build the road, when they know the cost of construction will not exceed over two-thirds of it. After the road has been in operation a while they find they can pay a dividend of 12 per cent on the investment. The laws of this country permits them to issue another million and pay 6 per cent. on the two million. I say this is wrong and the people and employes are entitled to this surplus in rates and wages.

Some years ago a large tract of government land was given a company in the west if they would build and maintain a road through it. The road was built and presented to the Chicago & North Western Company if it would run it. The originators of the scheme got the land for the road and no one was plundered but the public.

The *New York World* poses as a public benefactor, when some of the public doesn't disagree with them. If the paper wants to immortalize itself this is the golden opportunity. Let it be the means of passing a national law, compelling all

corporations to conduct their business somewhere near the amount invested, allowing a good round percentage of earnings and the surplus to be a reduction of rates and an increase of wages and this country will need no national party and such articles as Mr. Bellamy's will not be read or even thought of.

PHILANDER.

[Our correspondent has taken up a subject which the ablest and most profound thinkers of the day are not able to solve. While many abuses exist in present methods of railway management and while certain reforms are undoubtedly needed, the business interests of the country are so closely interwoven with those of our railroad systems, that hostile or coercive legislation is generally disastrous and far reaching in its efforts. The outcry against corporate power is quite popular just at present. Our correspondent is undoubtedly sincere in his criticism, and in his denunciation of stock watering, he echoes the sentiments of the best class of the intelligent public. He must remember, however, that fictitious capital is often necessary to insure the construction of roads in new and undeveloped territory. If railroad securities could always be disposed of at par and if investors had more confidence in new enterprises of this character, there would be less occasion for capitalizing companies far above their actual cost. But where railroad managements are compelled to dispose of their stock and bonds for sometimes one third of their face value in order to secure sufficient funds to build the road, it would be difficult to enact laws that would adequately meet all requirements of the situation. Our correspondent proclaims against stock dividends, but where he can point to one company that has resorted to this expedient the records will show scores, yes hundreds of corporations that have never paid a dollar to their projectors. This is a weighty subject. Much wiser heads than ours have pondered over it in vain, and only through prudent legislation can a reform be gradually brought about. Our correspondent is advised to read the article in our editorial column headed "Don't Be Too Quick To Criticise." It is very easy to find fault. It is a difficult matter to effect satisfactory reform.—ED.]

THE DEATH LIST.

Thomas Doonan, for six years station agent of the Chicago & Alton at Lexington, Ill., died at that place, March 15, of consumption.

Benjamin M. Price, freight agent of the Western New York & Pennsylvania at Buffalo, N. Y., died in that city, March 30, aged 35 years.

Have you sent for the catalogue of Howard S. Ingersoll, manufacturer of dove tail rubber stamps, 46 Cortland St., New York? Mr. Ingersoll's production is new, practical and controlled exclusively by him. The type, in consequence of the dove tails, are interchangeable, giving this stamp a much greater utility than stamps with fixed rubber type. Better arrange to handle these goods if you have not done so already.

List of Members of the International Association of Ticket Agents.

NAME.	OCCUPATION.	ROAD.	ADDRESS.	NAME.	OCCUPATION.	ROAD.	ADDRESS.
Anthony Geo H	Tkt Agt.	A T & S F	Salina Kan	Fosnocht Grant	"	W & N	Birdsboro Pa
Albert J W	"	Union Sta	Chattahoochee R Fla	Gladding C D	"	B & M	Philadelphia Pa
Allen J E	"	F C & P	Olustee Fla	Green C A	"	J T & K W	Jacksonville Fla
Alexander G W B	A. Tkt. Agt.	Wabash	Keokuk Ia	Graff Jacob V	"	Chat Lake	Jamestown N. Y.
Adair Alfred J	Pass Agt.	C & Alt	St Louis Mo	Gunn F L	"	N Y & N E	Springfield Mass
Aiken James	Tkt. Agt.	P & W	Allegheny Pa	Gibson Chas L	A. T. A.	Union Sta	Cleveland O
Amaden Frank J	"	West Shore	Rochester NY	Gordon M	P. & T. A.	Penna	Bellaire O
Almquist A	"	G R & I	Grand Rapids Mich	Groenendyke S	Tkt Agt.	A T & S F	San Antonio N M
Appleby R L	" Clk.	P W & B	Wilmington Del	Gates S J	D. P. & T. A.	L E & S L	Louisville Ky
Allen A T	" Agt.	T & P	Bunkie La	Gaskill C J	Tkt Agt.	C & G T	South Bend Ind
Alworth F C	"	Fla South	Ocala Fla	Gunnip Geo T	Pass Agt.	A T & S F	Cincinnati O
Allen H C	P. & T. A.	N Y C & St L	Erie Pa	Gaul M E	"	L S & M S	Cleveland O
Anderson T J	Pass Agt.	B & O	Norfolk Va	Gehm H V	A. T. A.	C C C & S L	St Louis Mo
Alsdorf W C	Tkt Agt.	B & O	Utica O	Gehm H J	Tkt Agt.	C C C & S L	Shelbyville Ill
Annan O A	"	B & O	Clarksburg W V	Gates D N	"	C M & S P	Albert Lea Minn
Bleckley E E	P. & T. A.	Mo Pac	Wichita Kan	Grice C L	"	Bur Route	St Louis Mo
Brown Wm	Tkt Agt.	Union Sta	Cincinnati O	Holzerstott C K	"	N Y L E & W	Richwood O
Burritt N A	"	D & H C	Ft Edwards NY	Hall James M	"	C & N W	Mt Vernon Ia
Beerbower C S	"	F C & P	Jacksonville Fla	Hopkins W H	"	F C & P	Ocala Fla
Burr Geo S	"	St L & S F	Neodesha Kas	Hill C F	"	F C & P	Citra Fla
Brown Thomas A	"	A & P	Flagstaff Ariz	Hills A L	"	B & A & N L N	Palmer Mass
Brewer W M	A. Tkt. Agt.	Union Sta	Corsicana Tex	Haase R C	"	B & O	Bellaire O
Burke T C	Tkt. Agt.	B & O	Wheeling W Va	Hough U S G	Trav P. Agt.	C R I & P	St Louis Mo
Bonar W M	"	Mo Pac	Eureka Kan	Hedenberg J M	Tkt Agt.	Phila & Read	Milton Pa
Bliss R C	"	N Y L E & W	Cincinnati O	Holabird H C	D. P. A.	N Y L E & W	Cincinnati O
Blanton M N	"	F C & P	Hampton Fla	Hambright W F	Tkt Agt.	Penna	Lancaster Pa
Beal S O	"	R & D	Atlanta Ga	Hunter H M	"	N Y C & H R	New York NY
Buskirk F W	C. P. A.	Penna Line	Cincinnati O	Hartman G J	"	A T & S F	Newton Kan
Baker Jr C A	Tkt Agt.	L & N	St Louis Mo	Hunter G D	"	I & G N	Taylor Tex
Ballard F J	"	J T & K W	St Augustine Fla	Hawley P J	"	C M & S P	Lanesboro Minn
Bailey A H	"	Tionesta Val	Sheffield Pa	Hamaker Wm H W	A. T. A.	P & R	Reading Pa
Bowles Hugh G	"	C & O and K C	Maysville Ky	Hawkins J S	Tkt Agt.	Mich Cent	Grand Rapids Mich
Bates Charles D	"	Mich Cent	Au Sable Mich	Hooper S K	G. P. & T. A.	D & R G	Denver Col
Brown Jas D	C. T. A.	L S & M S	Cleveland O	Harrison G W	G. Traf. A.	W Va Cent	Piedmont W Va
Burgan H M	Tkt Agt.	West Md	Baltimore Md	Hazen G T	Tkt Agt.	Cent Vt	Windsor Vt
Brayton P B	P. & T. A.	N Y C & H R	Syracuse NY	Howser C L	A. T. A.	B & O	Washington DC
Briggs J L	Tkt Agt.	S L & S F	Joplin Mo	Hardman C M	Tkt Agt.	Erie	Osborne O
Blod E N	"	N Y C & H R	Buffalo NY	Hunt A S	"	C H & D	Troy O
Brown H W	"	P C & S L	Cincinnati O	Hughes J D	"	N & W	Burkeville Va
Butler Jno A	"	C & O	Ashland Ky	Hollenbeck J G	"	I D & W	Indianapolis Ind
Baines J A	"	N Y C & H R	New York City	Hunter James	"	C B & O	Des Moines Ia
Brown F J	"	O I & W	Troy O	Hendrickson C F	A	C C C & St L	Cincinnati O
Baughman B B	"	W & L E	Dalton O	Hood E	"	M & N G	Jasper Ga
Beck W F Jr	A. T. A.	Ills Cent	Iowa Falls Ia	Howes Wm	"	B & M	Wakefield Mass
Boeckh J	Tkt Agt.	C M & S P	Lansing Ia	Harris Geo L	"	Great North'n	Warren Minn
Benson Chas C	"	Mc Cent	Lewiston Me	Harris George L	"	St P M & M	Warren Minn
Bowes R L	"	C M & S P	Montevideo Minn	Howser F T	"	B & O	Washington DC
Blackburn G C	"	Q & C	Cincinnati O	Jones C G	D. P. A.	O & M	Vincennes Ind
Comfort F M	P. & T. A.	Q & C	Vicksburg Miss	Jolly F M	D. P. A.	E T V & G	Jacksonville Fla
Cottrell R D	A. T. A.	Union Sta	Cleveland O	Johnson J W	U. T. A.	Union Sta	Birmingham Ala
Carrel M G	Tkt Agt.	Union Sta	Cleveland O	Jones Wm A	Tkt Agt.	Fla Sou	Ocala Fla
Collins Wm J	"	Q & C	New Orleans La	Jordan W S	T. P. A.	C C C & St L	Indianapolis Ind
Colvin H J	Pass Agt.	Can Pac	Boston Mass	Jackson A I	Tkt Agt.	C M & S P	Monticello Ia
Caddick W A	A. T. A.	B & O	Allegheny Pa	Jacobs W C	A. T. A.	Termin' Ry Co	St Louis Mo
Cummings S W	G. P. A.	Can Vt	St Albans Vt	Jolley J W	Tkt Agt.	J T & K W	Rochelle Fla
Clark Jno A	Tkt Agt.	South Fla	Orlando Fla	Jones E A	"	Ia Cent	Oskaloosa Ia
Collier D J	"	C C C & St L	Cleveland O	Jessup W E	"	So Pac Co	El Paso Tex
Carpenter Henry	"	Penna	Pittsburg Pa	Jackman Chas M	"	Mo Pac	Andale Kan
Coder J Fred	"	P & R	Williamsport Pa	Knight J M	"	Q & C	New Orleans La
Carrick B S	"	C & Alt	Louisiana Mo	Kunce J A	"	St L & S F	Richland Mo
Crane C S	A. G. P. & T. A.	Wabash	St Louis Mo	Kendall H H	"	Old Colony	Sterling Mass
Clark F D	Tkt Agt.	F & P M	Midland Mich	Kirby E E	"	E T V & G	Atlanta Ga
Campbell T D	D. P. A.	Nor Pac	Cleveland O	Kelley E D	"	Scio Val	Waverly O
Carpenter G C	Tkt Agt.	L S & M S	Bellevue O	Keeney F F	"	Penna	Pittsburg Pa
Cumler J H	"	Nor Cent	Halifax Pa	Kerr Neil C	T. P. A.	Q & Q	Cincinnati O
Connor P W	"	Ill Cent	Hyde Park Ills	Kennedy Cliff P	S. P. A.	M L S & W	Cincinnati O
Crowe E. Frank	"	N & W	Blackstone Va	Kelley R F	A. T. A.	O & M	St Louis Mo
Cornwell O E	"	C M & S P	Columbus Wis	Knight G H	Tkt Agt.	C C C & St L	Springfield O
Conard W B	"	Phil & Read	Philadelphia Pa	Lihou Henry	"	Union Depot	St Louis Mo
Cary W H	"	K C M & B	Amory Miss	Lafferty J H	"	B & O	Deshler O
Caldwell B D	A. G. P. A.	Mo Pac	St Louis Mo	Leek Herbert D	"	Relay Depot	E St Louis Ill
Craig J N	Tkt Agt.	J T & K W	Hawthorne Fla	Lentz S R	"	Ill Cent	Arcola Ill
Deming G	T. P. A.	S F & W	Jacksonville Fla	Longacre Saml	"	C R I & P	Guthrie Center Ia
Dye I K	Tkt Agt.	B R & P	Punxsutawney Pa	Lackner Edward F	"	U D Co	Denver Colo
Dunseth D C	"	Ill Cent	Springfield Ill	Lohmiller Wm	"	C & N W	La Crosse Wis
Dargan J W	"	A C Line	Florence S C	Ludlum John B	T. P. A.	M K & T	St Louis Mo
Dunlap G B	"	B & O	Grafton W Va	Longacre D W	A. T. A.	C R I & P	Blue Island Ill
Dozier Jno	"	F C & P	Ocala Fla	Leonard John H	Tkt Agt.	P & R	Shamokin Pa
Dickerson M F Jr	"	D L & W	Newark N J	Larrabee J H	T. P. A.	O & M	Cincinnati O
Draper W C	"	B & O S W	Portsmouth O	Lytile A J	G. W. P. A.	O & M	St Louis Mo
Dowell C A	"	C Ry of Ga	Savannah Ga	Laughlin J W	Tkt Agt.	Wabash	Antwerp O
Dayle Jno J	"	West Md	Baltimore Md	Lassen J C	"	B & P	Baltimore Md
Doller Chas	"	D & C S N Co	Cleveland O	Lamond J F	"	G R & I	Mackinaw City Mich
Davis J O	"	C A & C	Cuyahoga Falls O	Labbe Victor E	"	Ill Cent	Chicago Ill
Davenport J E	P. & T. A.	S L A & T	St Louis Mo	Lee J T	"	N Y C & H R	Boston Corners NY
Danley L W	Chief Clerk	N C & St L	Nashville Tenn	Lancaster W W	"	L & N	Selma Ala
Dart J A	Tkt Agt.	Mich Cent	Ridgetown Ont	Lutzenberger L P	"	Union Depot	Dayton O
Day H E	"	F C & P	Gainesville Fla	Lockwood H A	"	L S & M S	Sandusky O
Diehl Cary	"	C & N W	Sac City Ia	McDearmon J H	"	M & O	Humboldt Tenn
Ebbets E W	A. T. A.	Union Sta	Jacksonville Fla	Martin C L	"	B & M	Reading Mass
Ellis C F	Tkt Agt.	Mo Pac	Cleveland O	Marsh C E	"	Mo Pac	Independence Mo
Emery E T	Pass Agt.	M & O	Sedan Kan	Mays J F	A. T. A.	S F & W	Jacksonville Fla
Eberle Jno P	"	Ken Cent	St Louis Mo	McPherson C R	Pass. Agt.	Can Pac	Boston Mass
Ellis Chas	A. T. A.	C & M. R & M	Butler Ky	McCollum C L	Tkt Agt.	C M & S P	Twin Bluff Wis
Elliott Alonzo	Tkt Agt.	I S & M S	Manchester N H	Marshall J E	"	S F & W	Jacksonville Fla
Ford B F	Tkt Agt.	B & O	Hillsdale Mich	McCormick J J	"	P & L E - B & O	Pittsburg Pa
Fuller M C	"	B & O	Piedmont W Va	Mantz Harry P	A. T. A.	M K & T	St Louis Mo
Freshour H C	"	Sci Valley	Ashland Ky	Murdock R H	Tkt Agt.	Penn	Corry Pa
Fernald Wm F	"	B & M	Old Orchard Me	McGrillis Mark A	"	Penn	Philadelphia Pa
Fagan J J	T. P. A.	Ohio Valley	Evansville Ind	*Miller Jno A	"	C C C & St L	La Fayette Ind
Fitzgerald T J	A. T. A.	Terminal Ry	St Louis Mo	Morris H E	P. & T. A.	L E & S L	St Louis Mo
Fisher H S	Tkt Agt.	D & C S N Co	Detroit Mich	Murray J A	Tkt Agt.	L & N	Glasgow Ky
Fisher Wm H	"	C C C & St L	Wellington O	Minton J V	A. T. A.	H & T C	Bremont Tex
Poster W P	T. P. A.	Mex Cent	St Louis Mo	McClannahan M	Tkt Agt.	West Md	Williamsport Md
Flanders A C	Tkt Agt.	C M & S P	Portage Wis	Matthews T	"	N Y L E & W	New York NY
Fisher Robert H	"	C & O	Richmond Va	McCoach J W	"	A T & S F	Sterling Kan
Falvey P J	"	C B & Q	Chicago Ill	Moore D H	"	C M & S P	Sheldon Ia
Frazer E	"	O & M	Jeffersonville Ind	Morgan G W	"	Mo Pac	Conway Springs Kan
Frost C M	"	A G S	Attalla Ala	Magee W D	A. T. A.	C M & S P	Monticello Ia
Frazier Jno S	"	S O & G	Ocala Fla	Meissler Jr Theodore	A. T. A.	Ill Cent	Chicago Ill

NAME.	OCCUPATION.	ROAD.	ADDRESS.	NAME.	OCCUPATION.	ROAD.	ADDRESS.
Maize H D	Tkt Agt.	Erie Ry	Springfield O	Towles C H	A. T. A.	B & O	Clarksburg W Va
McCoy Jno P	"	B & P	Washington D C	Torbert R P	A. T. A.	Penna	Washington D C
McGrew S S C	"	P & W R'y	Cuyahoga Falls O	Talmadge Geo F	T. A.	C M & St P	Hastings Minn
Miller A S	C.C. to G. P. A.	CH & C	Akron O	Teas W S	"	L & N	DeFuniac Sp'g's Fla
Miner C E	"	Mex Cent	St Louis Mo	Triay A T	"	J T & K W	Palatka Fla
Martin John R	Tkt Agt.	N & W	Farmville Va	Upson W P	"	N Y L E & W	Lockport N Y
Magoon E D	"	C & WM-GR & I	Muskegon Mich	Venemann T W	"	Union Office	Evansville Ind
Morgan Wm A	"	C & N W	Lake Forest Ill	Vanleer Jno F	"	Penn R R	Philadelphia Pa
Mathews A J	"	N Y C & H R	White Plains N Y	Vankuren I S	"	A T & S F	Baldwin Kan
Miller J L	P & T. A.	CCC & St L	Dayton O	Van Allen W E	"	J T & K W	Palatka Fla
Morley Thos	Tkt Agt.	C & N W	Chicago Ill	Van Ostrand E T	"	C J & M	Allegan Mich
Murdock T A	"	Penna	Milton Pa	Van Campen C	"	C & N W	Rochester Minn
Marsif James N	T. A.	CCC & St L	Columbus Ind	Wallace S H	"	Penna	Philadelphia Pa
Nelson Jno S	"	A T & S F	Hot Springs N M	Wallace DeLance	"	C R I & P	Colby Kan
Newell P J	"	Com River	Williamansett Mass	Wright R W	Editor.	Station Agent	Cleveland O
Neer N J	"	O & M	Springfield Ill	Wood C V	T. A.	P & L E	Pittsburg Pa
Noelke C D J	"	N Y W S & B	New York N Y	White J L	"	B & A	Boston Mass
Odell O H	"	CH & D	Ottawa O	Wetherbee W S	"	N Y N H & H	Middletown Conn
Ogden Geo D	"	Penna	Homer Pa	Waters M B	G. P. A.	P. L. Strs	Albany N Y
Oberg Chas	G. A. P. D.	C & Alton	New York N Y	Welch David N	T. A.	Wis Cent	Glidden Wis
Oden C C	T. A.	Union Dep.	Dallas Tex	Walker C R	C. T. A.	J T K & W S F	Sanford Fla
O'Brien J A	"	C S P M & O	Augusta Wis	Witman John F	T. A.	Phila & Read	Reading Pa
Partridge W H	"	BC & M	Pierce's Bridge N H	Winn M E	"	C S P & K C	Sumner Ia
Peck C W	"	FC & P	Jacksonville Fla	Williams John L	"	M K & T	St Louis Mo
Partridge B W	"	FC & P	Monticello Fla	Wintersmith C G	"	L & N	Elizabethtown Ky
Pravitz T R	"	St P M & M	St Paul Minn	White J R	"	FC & P	Citra Fla
Parkhill G A	"	S F & W	Jacksonville Fla	Wigns J	"	Ill Cent	Ashley Ill
Pagel George H	"	Union Sta.	Chillicothe O	Walz J V	"	Union Sta.	Evansville Ind
Penniman F F	A. T. A.	B & A	Worcester Mass	Whitford J M	"	T St L & K C	Edwardsville Ill
Pennison H V	"	BC R & N	Luverne Minn	West C E	"	C & O	Guyandotte W Va
Pendennis Geo W	"	J T & K W	Enterprise Fla	Westlake H B	"	C R I & P	Menlo Ia
Parrish W H	"	PC & SL	Newark O	Wight C A	"	B & M	Newmarket N H
Patton Wood	"	CH & D	Dayton O	Wheat D M	"	C & St L	Sheldon Ills
Perry A D	T. P. A.	C & A	Indianapolis Ind	Wemple L C	A. T. A.	C St P & K C	Sumner Ia
Pillsbury J W	T. A.	B & O S W	Cincinnati O	Wilson S A	T. A.	S L & S F	Marshfield Mo
Peyton John A	T. P. A.	K & O	Charleston W Va	William Leander	"	Penna	Orange N J
Peelble J H	"	N C & S L-W & A	Chattanooga Tenn	Woody A L	"	N & W	Crews Va
Palmer S H	"	Mich Cent	St Thomas Ont	Whited Elias H	"	L S & M S	Chicago Ill
Price J P A	"	P W & B	Philadelphia Pa	Wagenhurst O K	"	P & R	Birdsboro Pa
Quinker A B	"	ET V & Ga	Macon Ga	Walker J A	"	Nor Pac	Brainard Minn
Quintance Marion F	"	GR & I	Petoey Mich	Young C B	"	W J & C & A	Atlantic City
Rice W F	"	FC & P	Arredondo Fla	Zent J M	"	Wabash	Auburn Ind
Rykert Gilbert M	"	L S & M S	Westfield N Y				
Rutherford C A	"	C R I & P	Wichita Kan				
Rowe D S	"	N Y L E & W	Gorry Pa				
Robbins N Jr	"	G T Co	Grand Haven Mich				
Ruddick J L	"	AT & S F	Ellinwood Kan				
Rugg F M	A. T. A.	L & N	St Louis Mo				
Rinecarson W C	A. G. P. A.	N Y L E & W	Cleveland O				
Reed Grant	A. T. A.	T A A & N M	Dundee Mich				
Robbins J A	T. A.	Dearborn Sta	Chicago Ill				
Rodes I T	"	N C & St L	Fayetteville Tenn				
Reed J A S	G Trav. A.	UP Ry	Chicago Ill				
Rouse C S	T. A.	St L & S F	Stoutland Mo				
Rowley H W	"	Ill Cent	Chicago Ill				
Ramsay Elwood	T. A.	P & R	Chestnut Hill Pa				
Rossman A C	"	W Md	Chambersburg Pa				
Rodman W S	"	Conn R-B & M	Northampton Mass				
Ruth J S	A. T. A.	Penna	Birdsboro Pa				
Schroeder F E	A. T. A.	Union Sta	Cleveland O				
Stephens Jas E	T. A.	S F & W	Ocklocknee Ga				
Stapleton Jno G	"	J T & K W	Lady Lake Fla				
Simmons A J	Pass. Agent	B & O	Boston Mass				
Spencer L E	T. A.	J T & K W	Deland Fla				
Swift S T	"	Q & C	Lexington Ky				
Strait B B	"	Orange Belt	Sanford Fla				
Shaner O E	"	C & WM	Muskegon Mich				
Smith Robert M	Clk.	Hot Springs	Hot Springs Ar				
Snow F O	"	B & M	North Berwick Me				
South E E	"	CCC & St L	Terre Haute Ind				
Seal M R	"	B Z & C	Bellaire O				
Shaw A M	T. & P. A.	Penna	Birdsboro Pa				
Smith T E	T. A.	C M & S P	Lennox S D A				
Spurrier R E	"	Union Sta	Garrison Mont				
Stevenson R G	"	CH & D	Cincinnati O				
Smith Floyd I	D. P. A. & T. A.	O & N W	Portsmouth O				
Swift Ed	Sol'c P. A.	Wabash	Cincinnati O				
Smith R T	T. A.	B & O	New York N Y				
Smith C W	A. T. A.	T & P	Dallas Tex				
Scott R F	T. A.	C R I & P	Bucklin Kan				
Scott F E	T. P. A.	St Northern	Chicago Ill				
Schryver E	T. A.	N Y L E & W	Carbondale Pa				
Shaffer W N	A. T. A.	Wabash	Antwerp O				
Smith Geo K	C. T. A.	B & O-C & C M	Columbus O				
Strader S M	T. A.	O & M	Madison Ind				
Sefton Geo M	"	Big Four	Charleston Ill				
Seeley W E	A. T. A.	C B & Q	Aurora Ill				
Stratton B S	T. A.	T A A & N M	Dundee Mich				
Strong H C	"	C & N W	Baraboo Wis				
Shultz J L	"	T A A & N M	Vernon Mich				
Sims J M	"	O I & W	Veederburg Ind				
Steen F L	"	E & T H	Sullivan Ind				
Stoll John H	"	Penna	Mount Joy Pa				
Shaw W M	T. P. A.	C B & Q	Cincinnati O				
Sellers D E	T. A.	R & D	Chapel Hill N C				
Sullivan F D	"	C S P M & O	Eau Claire Wis				
Spaulding C F	"	C M & S P	McGregor Ia				
A Scheer	A. T. A.	O & M	Jefferson Ind				
Smith W W	Tkt Agt.	C R I & P	Casey Ia				
Thompson S B	P. & T. A.	FC & P	Lake City Fla				
Taylor G W	Pass. Agt.	A C L & P A	Jacksonville Fla				
Tucker H H	T. A.	D L & W	Sherburne N Y				
Thompson E W	Pass. Agt.	C R I & P	Boston Mass				
Tucker Chas H	T. A.	Union S S Line	Cleveland O				
Tate Wm	"	C & N W	State Center Ia				
Turner E W	"	Fitchburg	N Hoosick N Y				
Twachtman L C	"	O & M	St Louis Mo				
Trusdell M H	"	BC R & W	Albert Lea Minn				
Thompson A E	"	D & C S N Co	Cleveland O				
Tisher S A	"	C I & D	Iowa Falls Ia				

APPOINTMENTS AND RESIGNATIONS.

G. M. Beach, for many years general manager of the Bee Line and later holding the same position on the Chicago & Atlantic, has accepted the position of general manager of the Pittsburg & Lake Erie.

Lewis F. Kimball, who recently resigned the general freight agency of the Minneapolis & St. Louis to accept the position of assistant general freight agent of the Chicago, Rock Island & Pacific commenced his railroad career thirteen years ago as a billing clerk in the employ of the Rock Island.

R. E. Pettitt, general superintendent of the Pennsylvania railroad division of the Pennsylvania system, has resigned and will spend several years abroad.

Two recent Baltimore & Ohio Southwestern appointments are those of Charles H. Koenig, chief clerk of the passenger department at Columbus, Ohio, to be city ticket agent at Cincinnati and W. P. Townsend as traveling passenger agent with headquarters in Cincinnati.

C. A. Baldwin, for several years past agent of the New York Central at Geneva, N. Y., has been appointed New England passenger agent of the Chicago, St. Paul & Kansas City, with headquarters at 196 Washington St., Boston, Mass.

C. P. Flatley, commercial agent of the Duluth, South Shore & Atlantic at Duluth, Minn., has been appointed western passenger agent, with headquarters at St. Paul. He is succeeded as commercial agent T. H. Larke.

P. J. McGovern, chief clerk of the freight department of the Louisville & Nashville, has been appointed assistant general freight agent of the company, with headquarters at Louisville, vice H. F. Black, resigned.

C. J. Chisham, local freight agent of the Chicago & Alton at Springfield, Ill., has been appointed traveling freight agent of that road, with headquarters at Chicago. He is succeeded by J. D. Clusam.

M. B. Williams has resigned as commercial agent of the Wabash road at St. Louis, Mo., to attempt the general freight and passenger agency of the Choctaw Coal & Railway Co., with headquarters at McAlester, I. T.

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'TIS BETTER SO! and 39 other choice selections WORDS & MUSIC complete and our splendid illustrated story paper 3 mos. on trial, all for 10c. The Howe Circle, St. Louis, Mo.

Joseph W. Richards has been appointed auditor of freight accounts of the Fitchburg, vice J. D. Giangue, resigned.

J. B. Kirkland has been appointed city ticket agent of the Southern Pacific at Portland, Or., in place of C. T. Battelle.

William Flaunelly has been appointed Canadian passenger agent of the Missouri, Kansas & Texas, with headquarters at Toledo, O.

M. E. Trumer has been appointed commercial agent of the Chicago, St. Paul, Minneapolis & Omaha, with headquarters at Minneapolis, in place of Chas. J. Allen, resigned.

L. J. McQuade, contracting freight agent of the Sante Fe, has been appointed to the position of superintendent of the St. Joseph Terminal Railroad Company, taking effect May 1.

W. B. Williams has resigned as commercial agent of the Wabash road at St. Louis, Mo., to accept the general freight and passenger agency of the Choctaw Coal & Railway Co., with headquarters at McAlester, I. T.

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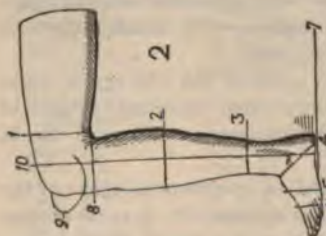
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She sees no more the mocking look,
The scornful nose-tip curl;
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This dainty "girly" girl.
Blooms, Paint and Powder she Forsook.
Of pearls, this perfect pearl.
Safe "BEAUTY WAFERS" daily took
And bloomed a Winsome Girl.
She caught a HEART in Cupid's net.
This litesome lovesome girl,
She wears a golden coronet.
She's MARRIED to an Earl.
Why wilt thou in old ways be set?
Out of the window hur!
All Balms and Bleach, they never yet
Did help to WED a girl.
Grunt by an old Backelor,
"You bet they never did."

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Or picture me with lengthy ears,
And write me down an ASS.

'Twas thus he spoke with trembling voice,
And Sorrow in its tones:
'I'm out in search of Flesh," he sighed,
'I've only got the Bones!"

He sought, he sought: the box he got
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And reader, what they did for Him,
They'll Surely do for you.

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When this city was almost a network of open trenches, emitting unhealthy and noxious vapors, our SENIOR used the wafers most successfully in overcoming an attack of malaria, and in warding off other visitations of that most persistent ailment, and Mr. Hummel declares emphatically that there is NOTHING to equal Campbell's Wafers, when one realizes the necessity of "pulling one's self together." We know "whereof we write" so please accept this honest expression of our convictions regarding the wonderful wafers bearing your name. Very truly yours,

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Why FAIL when half way in the race?
Why END the year in JUNE?
'Mid care and trouble now and then
There comes a truth that cheers,
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May either in his mission shine,
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A statesman tried and true!
And JAS. P. CAMPBELL? A doctor sage,
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Our plan of giving to a community, where it is thought desirable, an Advisory Board composed of members from the locality in which the Board is organized, is an admirable one, and is of great assistance to the Secretary or Agent who represents the Association.

Active Station Agents or any intelligent man who desires to use some of his spare time to advantage, will find it both profitable and agreeable to represent us, and our system and management will stand rigid investigation. Wherever our work is in progress, it is deemed to be of decided advantage to the community, as well as to the individual members. Any system of Banking that has a tendency to make our people thrifty and provident, giving to them absolute security for every dollar of deposit, and a profit on the same, superior to that offered by any similar institution, and at the same time provide a way of withdrawing the investment, should circumstances make it necessary, without suffering loss, and also loan its funds to its members, either on real estate, security, or their stock as collateral, and at a reasonable and fair rate of interest, is certainly a blessing to any community.

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The STATION AGENT.

VOL. III.

CLEVELAND, OHIO, JUNE, 1890.

No. 4.

TICKETS AND TICKET AGENTS.

Written for THE STATION AGENT by M. G. Carrel, Secretary of the International Association of Ticket Agents.)

A RAILROAD ticket in the estimation of most people is a very simple piece of paper; but from its start to its final destination in the waste pile its history is completely registered and this registration and the accounting incident thereto necessitates an immense amount of labor and care.

To begin with, its inception is brought out by the demand of an agent, who makes requisition on the main office of his road for a certain number of tickets. This order goes to the general ticket office, where it is turned over to the stock clerk who enters it on his requisition to the printer. Once in the hands of the latter, it is turned over to the ticket printing department where the utmost care and expedition is exercised. All the blank forms of ticket are in this department and they with the stock to be used are guarded by means of a rigid check system, in order that no forms may fall into dishonest hands and be used for the purpose of counterfeiting. Special presses are used for this work, which number consecutively and count the tickets as they are printed. A full description of this process was given in a recent issue of THE STATION AGENT in the article on the origin of the Edmonson ticket. After being printed the tickets are delivered to the stock clerk of the railroad company, who gives a receipt therefor. This functionary enters the tickets in his register book, and charges them to

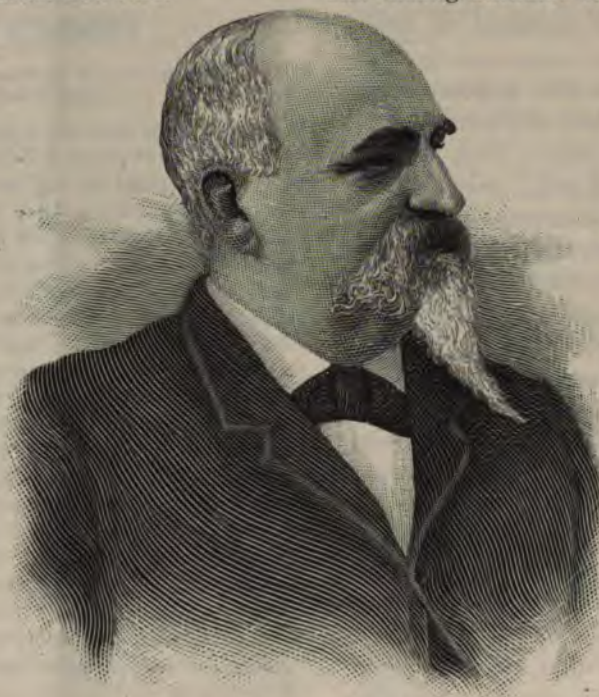
the agent to whom they are sent. The agent verifies the numbers and returns a receipt to the stock clerk. The commencing and closing numbers of the tickets, with their form and destination, are then entered on the agent's stock register.

Commencing the sale, the agent withdraws the tickets in regular consecutive order and at the close of his day's sales the record is made of the commencing and closing numbers of tickets sold, which, of course,

gives him the total number. Each agent has a separate stamp, so that each ticket sold by him may be easily distinguished. Reports of ticket sales are sent to the auditor, and each month the closing numbers of all tickets are entered in the agent's stock register. Cash to cover the amount of sales is remitted to the treasurer, for which receipts are taken by the agent.

The ticket, commencing active life in the hands of the passenger, entitles its holder to passage to the destination indicated and also to a certain allowance of baggage. When this baggage is checked, the ticket is punched, cancel-

ling further claim for baggage thereon. Then comes the gateman's punch, which is also registered, so that record is made for each individual gateman who allowed the passenger through the gate to the train. The next stage of the ticket finds it in the hands of the conductor, who cancels it for passage on his division by means of a registered punch. In this way record is made on the ticket as to which conductor carried the passenger. The conductor whose division,



J. J. McCORMICK,
Ticket Agent, B. & O. R'y, Pittsburgh, Pa.

terminates at the destination of the ticket (or coupon of through ticket) takes up the ticket or coupon and returns it to the editor, with report of each separate ticket collected. The auditor's work then begins. He makes a record of tickets turned in by conductors, giving date and train, also checking all tickets collected against the agent's reports. A check is also necessary on the ticket seller's reports, thus verifying every item. The stock clerk, through whose hands the ticket first passed, is furnished with a record of the closing numbers for each month, which are entered on his stock register, virtually crediting the agent with so many tickets used and accounted for. The total amounts of the ticket agent's receipts, thus verified, are given to the bookkeeper, who also receives from the treasurer the amount of cash remitted, thus making complete the account between the agent and the company. The total number of tickets sold and number of passengers carried is also registered, as well as the number of miles, or mileage of all tickets used.

Thus the little piece of pasteboard goes its rounds, completely registering each person who handles it, making them accountable should anything be wrong in the many transactions.

Statements must be made in the auditor's office, showing the increase or decrease in business of the entire road, as well as for each office, each class of tickets between all places in each year, month, week, day and train and even for each conductor's run.

In the case of coupon tickets, which all readers of *THE STATION AGENT* know are tickets reading over several railroads from the starting point to final destination, the agent's record is virtually the same as in the case of other tickets, his record shows form, number and destination. The method of auditing coupon tickets is more complicated, as accounts are kept with each road over which a ticket has been sold. Complete records are made of the proportions due other roads on each individual ticket, for which settlements are made at stated times as agreed upon by the auditors of the roads interested, checks being given to cover the balances due.

When we take into consideration the vast number of tickets sold each month, the accuracy with which accounts must be kept and the fact that the tickets must often be redeemed before they are used, or when partially used; that all changes in accounts must be registered in order that accounts will balance throughout, we can readily appreciate the difficulty of the undertaking and the number of persons, as well as the ability and strict methods required.

In spite of the apparent complexity of accounts through which a ticket passes, it is really one of the simplest of the many duties of railway accounting.

There are many forms of reports and many variations in methods of checking by the hundreds of railroad lines, but the above is a skeleton synopsis of the requirements for registering the "life of a ticket."

As I have said, this is one of the simple methods of railroad accounting. Every department has similar checks and counter checks. The freight department, with its vast amount of weights, rates and proportions, the operating department, recording every article from a pound of nails to the entire property of the road, detailed, itemized and checked constantly; the purchasing department, registering purchases of all kinds, filling orders therefor and keeping accurate account of everything; these and all other departments necessitate an amount of detail that few persons, even those engaged in railroading themselves, realize. The individual who prates about "red tape" and the "senseless rules of railway corporations," would be lost in wonder after a few hours investigation of the labyrinths of a general office. And yet every article used and every dollar received and expended can be traced from start to finish through all these departments.

PROGRESS IN ACCOUNTS.

[From Marshall M. Kirkman's forthcoming book on "Passenger Traffic and Accounts."]

The forms used in corporate accounting are as important as any of the physical forces by which business is carried on. Those who build an engine expend all the skill they possess in its construction. They learn something new from each machine. Learn to avoid former mistakes, to discover new and better methods. It is to such efforts that progress is due. This is the secret of improvement in our means of conveyance; to it we are indebted for the increased smoothness, safety and durability of our road-beds, for the improved cars we ride in. This spirit animates all those who work for railroads; those who look after the routine of business or the details of affairs. We discover it in the signal service, the more expeditious movement of trains, the increased facilities at stations, the greater security we enjoy. This spirit of evolution finds its expression also in the accounting department of railways. This department is not the less valuable because unknown and lacking in interest to the public. There is nothing, it is probable, that interests the world less than the duties of accountants, their forms, methods, habits and idiosyncrasies. The subject is dry, stale and unprofitable—dreary; redolent of vaults and the mould of crumbling ledgers. Who among us has ever been able to approach the subject of accounts without a shudder? Yet no one can understand accounts unless he studies them with the most painstaking and absorbing singleness of purpose; unless he bends all his energies and understanding to their elucidation. This surfeit of drudgery is a necessity, however horrible. The duties of accountants are, oftentimes, not more to their taste than to that of other mortals. But the very gloom and despondency with which the accountant approaches his subject lends to its perusal afterwards a sort of horrible fascination, like the story of the Ancient Mariner.

Men who are familiar only with the accounts of merchants and bankers can have little appreciation of the accounts of a railroad. The latter are conversely as varied,

prolix, intricate and exhaustive as the accounts of the former are simple and easily understood. The appliances of the merchant may be numbered upon our fingers; those of the railroad run up into the thousands. They wind in and out, each distinct yet part of the whole, supporting and assisting each other like the complex parts of a great machine. Each form serves a particular purpose, while the aggregate indicates the measure of intelligence and experience of the builder. An accounting officer must be something of an artist; he must have the power to produce effects, to utilize space, to curtail labor, to attain precision. He must possess the element of adaption, the application of means to ends, natural adjustment.

In corporate life the utility of the accounting officer is only partly based upon his experience and skill. He is the creature of those about him, and in order to accomplish anything he must possess the tact and skill necessary to win their support. He can only partially attain this. His duties require that he should blend the tact of the courtier with the plodding industry of a blacksmith. He is too often only a blind egotist, pushing forward without discretion or tact, only to meet rebuff, cruel and disheartening. And this, instead of consolidating his purpose and intensifying his ardor, destroys his enthusiasm, sours his temper and lessens his interest. This ought to be remedied. The field occupied by the accountant requires that he should be something more than a puppet, something more than a clerk. No matter how actively he pursues his duties he will never be able to say that he has mastered all their possibilities, that he has nothing further to learn.

Men identified with corporations as a rule try to accomplish too much. They too often seek to familiarize themselves with the duties of an empire when they should be content with a township. They interest themselves in a multiplicity of things without attaining proficiency in any. They seek to impress the world with their versatility, their executive talent, their fecundity, when they only impress it with their vanity. The accounting officer of a railroad, therefore, when he enters upon his duties should dismiss from his mind all desire or hope of preferment in any other field. By confining himself to this one he may hope to achieve success, may hope to accomplish something creditable, and that is the greatest blessing he can confer upon mankind, the greatest heritage he can leave his children.

The limited income of railroads and the volume of work their affairs render necessary, suggest the adoption of every possible device by which clerical work can be saved. This is the secret of the innumerable forms they use. In every branch of the service the printing press and copying book have, so far as possible, taken the place of the clerk. In each blank form an effort is observed to reduce cost, to afford the information required at the minimum expense. The printed time-tables, classifications, tariffs and contracts are an illustration of this.

The devices used in ticketing passengers evince the skill and ingenuity of those in charge of such matters. Nothing could more admirably answer a given purpose than these forms. They are so ingeniously arranged and used and so terse and clear as to need neither explanation nor instructor. They are probably as fine an illustration as we have of man's ability to meet successfully every emergency, no matter how varied its requirements. The progress made in the manufacture of iron and steel and in the construction of engines and cars finds its counterpart in the manufacture of tickets and the appliances used in the traffic of railroads. The ticket that is esteemed perfect to-day will be discarded to-morrow to meet some new want, to answer some new discovery by which

receipts may be made more secure, expense reduced, or convenience heightened. In this field where the public is so greatly concerned, the introduction of an improvement should be coincident with its discovery.

There is no other form used in connection with the affairs of railroads, it is probable, that corresponds in importance with the passage ticket. So far as the carrier is concerned it bears the same relation to his affairs that the freight way-bill does. Both are alike vital, alike necessary to him. But while the public is interested in everything concerning the ticket, it neither knows nor concerns itself with the way-bill.

The ticket accounts of carriers are much easier to understand than those relating to freight. The passenger buys his ticket and pays his money therefor. This simplifies matters very much from the standpoint of the accountant. He neither knows nor cares who buys the ticket. But in handling freight he must examine and receipt for the property; must exact a shipping-bill recounting the name and address of the consignee; must give a receipt for the property, perhaps a bill of lading; must define therein his responsibility. When the goods reach their destination he must hunt up the consignee, must secure his acknowledgment; must collect the charges, whatever they may be. This frequently requires days and weeks, sometimes months. The details fill a volume. All this trouble is happily avoided in the case of tickets. The passenger does not need to be inspected. He loads and unloads himself. If he grumbles *en route*, or tears his coat, or staves in the top of his hat, the claim agent is not agitated thereby.

The same ingenuity that has been displayed in providing tickets adapted to every want has also been exhibited by those who print them, by the manufacturer, in inventing machinery that will turn them out in unlimited quantities, cheaply, quickly and accurately. Some of the greatest printing houses of the world are thus engaged. The appliances they use are unique and exhaustive. Those who manipulate them constitute a world in themselves, unknown and unsuspected by the general public.

The forms used in ticketing passengers in the early history of railroads were, as I have already stated, very imperfect and crude and subjected the traveler to many inconveniences. Thus, in passing from one road to another, he was compelled to purchase a ticket and re-check his baggage at the junction of each road over which he passed.* At first many of the tickets in use were printed at the place where sold. They were neither dated nor numbered. Afterwards it was thought best for the carrier to print the tickets, but it was not until railways had been in operation many years that the small card ticket now so generally in use for local passengers was introduced with its attendant dating stamp. Afterwards the idea of numbering the tickets consecutively was suggested. These were great strides in the direction of convenience and authentic accounting. Previously, tickets sent to headquarters by conductors were assorted, audited and returned to agents a second time. This process went on until the tickets were so soiled and worn as to be no longer legible. One of the devices was to print the tickets for different months in different colors. Those who traveled forty years ago will remember the orange, red, blue and green tickets then in vogue. It was an inspiration of the accountant to economize work and facilitate results. The case used for storing tickets at stations is of comparatively recent date. At first tickets were kept in pigeon holes and drawers, or perhaps in the pockets of agents. Maybe at their homes. Afterwards, as the practice sprung up of printing the destination on the ticket, little compartments were provided for storing the tickets so that they could be conveniently reached and might be sold always

in consecutive order. This was another advance over preceding methods, especially in the opportunity it afforded the accounting department for looking after sales. Similar progress has been made in the device used in ticketing passengers to points on other roads. This form was at first exceedingly crude, but because of the intelligent and continued effort of those interested in its perfection it is to-day one of the most complete pieces of machinery in the world. In the same way the commercial traveler's ticket, commonly called the "mileage ticket," is the result of many years of study and experiment, until, compared with its prototype, it is perfect. But this device, like every other form of ticket, is destined, without doubt, to suffer still further changes, until in time, through the combined genius and industry of innumerable men, it will finally become perfect. Another want that has invited much attention without corresponding benefit is a device for ticketing local passengers to stations to which printed tickets are not provided. A new form of ticket has recently been patented for use instead of this primitive device. Whether it will come into general use cannot now be told.

COST OF A "ROUND THE WORLD" TRIP.

The recent trip of the globe travelers Nellie Bly and Miss Bisland has been a matter of considerable interest to railroad men. The Fitchburg railroad not long since issued an imaginary form of coupon ticket headed "Around the World in Seventy Days," which is a striking suggestion of the ease and cheapness with which such a journey can be made in these days. The ticket consists of fourteen coupons containing the names of the different lines of transportation and the fares as follows:

Hoosac Tunnel & West Shore route, Boston to Chicago.....	\$22.50
Any direct line from Chicago to Council Bluffs.....	12.50
Union Pacific railway, Council Bluffs to Ogden.....	40.00
Southern Pacific Co., Ogden to San Francisco.....	35.00
O. & O. S. S. Co., San Francisco to Yokohama.....	200.00
P. & O. S. S. Co., Yokohama to Hong Kong.....	50.00
P. & O. S. S. Co., Hong Kong to Brindisi.....	335.00
Italian government railroad, Brindisi to Modane.....	34.00
P. L. & M. railroad, Modane to Paris.....	16.75
Northern of France railroad, Paris to Calais.....	7.20
London, Chatham & Dover railroad, Calais to London (via Dover).....	8.00
London & North-Western railway, London to Liverpool.....	7.00
Inman Steamship Co., Liverpool to New York.....	100.00
Fall River Line, New York to Boston.....	4.00

This makes the total cost of the trip for railroad and steamship fares but \$871.95, which for a journey of 25,000 miles is very reasonable.

W. H. Baldwin, agent of the Santa Fe at Lovelle, Kas., absconded recently with \$1,000 of the railroad's funds. Through some means it became known to the railroad officials that he was in Denver, and they immediately telegraphed to have him arrested. Just before the message was received Baldwin entered the general offices of the Santa Fe and asked for employment as telegraph operator. While he was in the office the message asking that the absconder be arrested began to come in over the wire. Baldwin quickly detected the purport of the message, and, clearing the railing about the telegraph desk, made his escape. Detectives are upon his track.

Subscribe for THE STATION AGENT.

PRESIDENT, WILLIAM BROWN, Cincinnati, Ohio.
 FIRST VICE PRESIDENT, J. L. WHITE, Boston, Mass.
 SEC'D VICE PRES., C. S. BEHRBOWER, Jacksonville, Fla.
 THIRD VICE PRESIDENT, HENRY LIHOU, St. Louis, Mo.
 SECRETARY, M. G. CARREL, Cleveland, Ohio.
 TREASURER, T. W. VENEMANN, Evansville, Ind.
 All Communications intended for this Department
 should be addressed to M. G. CARREL, Secretary,
 81 Beech St., Cleveland, O.

Members Not Receiving the Official Organ by the 15th of the Month Will Confer a Favor by Notifying the Secretary Immediately.

The called meeting of the executive committee was held in Cleveland, Ohio, May 13, 1890. There were present William Brown, president; Henry Lihou, third vice-president; M. G. Carrel, secretary; T. W. Venemann, treasurer; R. C. Bliss, S. H. Wallace, members of the committee, and Messrs. J. N. Marsh, Geo. K. Smith, J. O. Davis, J. D. Brown, D. J. Collver, J. J. McCormick, A. E. Thompson, G. C. Carpenter, members. Sidney J. Gates, of Louisville, was elected a member of the executive committee in place of John A. Miller, deceased. Invitations of the Union Pacific Ry., the C. B. & Q., the Chicago & Alton, the Wabash, the C. R. I. & P., the C. M. & St. P. and the C. & N. W. Rys. were read. Mr. Snavelly, for the C. & N. W., extended the courtesies of that line, by instructions from Mr. E. P. Wilson, G. P. A., saying the C. & N. W. would be pleased to furnish to the ticket agents and their families transportation and accommodations to Denver and return, and assuring us that the C. & N. W. "latch-string" was out. Mr. Lucius Wakeley, A. G. P. A. of the C. B. & Q. Ry. spoke very warmly of the welcome to their hospitalities, and the earnest desire that the association would decide to go and return by the "Q.," or at best go by that line, and they would run us special, furnishing everything we could wish *en route*, namely, special train of sleepers, meals, etc. Mr. Robinson, for the C. & A., gave assurance likewise of special vestibule train, with all the modern improvements, meals, etc., etc.; also assuring us that he spoke for Mr. Lomax, of the Union Pacific, from the river to Denver, and would be pleased to have us go and return by their route, or could arrange return trip via Union Pacific and Chicago & Northwestern to Chicago and their line to St. Louis. A vote being taken, the choice fell upon the Chicago & Alton and the Union Pacific Railways, going from Chicago and St. Louis, and the C. B. & Q. returning. Mr. Wakeley informed us he was not instructed relative to our returning by their line if we went by another, but would instruct the secretary later. The C. & A. will have sleepers at St. Louis, Bloomington or Roodhouse if necessary, that members can take them at those points, and by communicating with the secretary arrangements will be made to suit the members so far as consistent.

Of course, members understand that we would like to know as early as possible of their intentions and what accommodations they will require. Bear in mind also that the various lines extend a cordial invitation to all to go by their line, and that you can arrange accordingly, but it would be of vast assistance to the secretary if you would advise him of such intentions.

It was moved and carried that agents making application for membership after July 1 could not be included in the list for special transportation to the Denver meeting.

Also that the Denver committee be respectfully requested not to arrange to "double the track" in excursions if possible to arrange otherwise.

Also that general passenger agents be informed through our official organ that each member is provided with a membership card of this association, which can be used as proper identification in connection with transportation, and, to prevent improper use of such privilege, suggest its presentation on other than the special trains. General passenger agents will be furnished sample cards upon request to secretary.

Also that invitations be issued to members and one lady, and that exceptions thereto be left at the discretion of the secretary.

As the association has been tendered the courtesies of the lines west from Chicago and St. Louis, the Wabash from Toledo and Detroit being the only exception, it was deemed best to have agents procure their own transportation to Chicago and St. Louis to join the parties to be formed there. However, lists of members will be furnished all roads requesting same, and members will hear direct from the general passenger agents of all roads desiring to extend courtesies for this occasion. I have not at this writing the exact time of departure of the trains, but it will be furnished in time for arrangements to be made by all.

The committee on badges have some very fine designs to submit to the members at Denver. Mr. Smith will have samples made from the one presented by Mr. Beerbower and one other that members can see how they "make up."

The programme for the Denver trip, as at present outlined, is to meet at the Clifton House, corner Wabash avenue and Monroe street, Chicago (special rates to members presenting cards, \$2.00 per day). The secretary and some of the committee will be there to make arrangements. A special vestibule train will leave Chicago, Sunday, August 10, at 4 o'clock p. m., via the Chicago & Alton Ry. Special cars will leave St. Louis at 8:20 o'clock p. m., Sunday, August 10, joining the Chicago special at Roodhouse at 10:50 p. m., and arriving at Kansas City at 8:00 a. m., where a stop will be made until 2:00 p. m. We expect to arrive at Denver at 9:00 a. m., Tuesday, August 12. Headquarters at Denver will be announced later, as the committee have not advised us of final arrangements.

The pictures in this issue will be of interest to all members of the association. That on the first page is a very good portrait of J. J. McCormick, ticket agent of the Baltimore & Ohio, at Pittsburg, and the other, Mr. George K. Smith, ticket agent of the same road at Columbus, O. Those who attended the Jacksonville convention will particularly remember Mr. Smith, who had charge of the sleeping car arrangements.

I am in receipt of a communication from Mr. L. B. Wombwell, president of the bureau of immigration for the state of Florida, which I think will interest many of our members. I am certainly pleased to know the "boys" have answered Mr. Wombwell's circular letter. The communication is as follows:

TALLAHASSEE, Fla., May 12, 1890.

MR. M. G. CARREL:

My Dear Sir—Your kind favor of the sixth inst., with many others from members of the I. A. T. A., has reached me, and I take great pleasure in the many expressions of good-will contained therein. I thank you especially for your suggestion to insert from time to time in the *Bulletin* "special notes to

ticket agents," and under that head, or some other answering the purpose, I will call attention to special matters. I wish you could glance over the letters I am daily receiving from the ticket agents in response to my circular letter. It would do you as much good as it does me. They are a splendid company of good fellows, and it will do Florida a world of good. If you should at any time print a *correct list* of the members I shall be glad to get a copy.

Truly yours,
L. B. WOMBWELL,
Pres. Bureau of Immigration.

Following are the proposed amendments to the constitution to be submitted for the action of the association at Denver, August 14, 1890:

Article II, Sec. 3.—The word "semi-annual" be eliminated from this section.

Article III.—That the word "honorary" shall be changed to "associate" in all the sections, and that the initiation fees of all classes be made \$3.00, instead of \$1.00.

Article III, Sec. 1.—Insert after the word "companies" the words "and the bonded assistants in coupon ticket offices."

Article III, Sec. 3.—Insert after the words "assistant ticket agents" the words "not specified in Sec. 1."

Article IV.—Eliminate the words "the latter to consist of the president and secretary and," inserting the word "of" in their place, change the word "honorary" to "associate," change the word "August" to "annual," inserting the words "three vice-presidents, treasurer" between the words "president" and "and secretary."

Article V.—Insert the word "annual" between the words "the" and "meetings," inserting the word "June" in place of the words "February and August," eliminating the words "semi-annual," adding to the section: "a special meeting shall be arranged at the annual meeting if deemed advisable."

Article V, Sec. 2.—Eliminate the word "semi-annual."

Article V, Sec. 3.—Eliminate the words "association or," also the words "upon the request of fifteen members, etc." to the end of the section.

Article V, Sec. 4.—Adding thereto the words "twenty members to constitute a quorum."

Article VI.—After the words "he shall receive such" insert the words "salary and," eliminating all after the words "executive committee."

Articles X and XI.—Change the word "honorary" to "associate."

Article XI.—Eliminate the word "active" between the words "two" and "members."

Article XIV.—Eliminate the words "THE STATION AGENT (Magazine) shall be the official organ of this association. This" and insert in their stead the words "an official."

It being suggested that Mr. Wallace arrange a code of by-laws for presentation and adoption at Denver, Mr. Wallace kindly consented to do so.

M. G. CARREL,
Secretary.

TWO GENEROUS OFFERS.

The following communications will be read with interest by all members of the association:

CHICAGO, Ill., May 21, 1890.

M. G. Carrel, Esq., Secretary International Association of Ticket Agents, Cleveland, O.:

Dear Sir—I am favored with yours of the 15th inst., and am glad to learn that the ticket agents have decided upon the Chicago & Alton and Union Pacific roads as their route to

Denver and return upon the occasion of their meeting in August.

It had been intimated to me that your association had decided to return via the Burlington route. I hope that is not about that you will kindly accept my invitation as extended, —to go and return via the Chicago & Alton and Union Pacific. I can assure you that your association will not regret it. If it is desirable we can return you by way of Kansas City and St. Louis, and give your people an opportunity of stopping over at the latter point. Undoubtedly many of your members will take our line at St. Louis and join the official train, which leaves from Chicago, at Roodhouse. It would probably suit them better on the return trip if the train was run from Kansas City to Chicago via St. Louis. We are anxious to have you in both directions, and do not like to share with a competing line the honors in transporting your association. I have sent Mr. Robinson to see you on the subject, and hope that it may be arranged so that the Chicago & Alton can carry you in both directions. Yours truly,

J. CHARLTON,

G. P. A. Chicago & Alton Ry.

[TELEGRAM.]

CHICAGO, May 15, 1890.

F. M. Snavely, Cleveland, O.:

You can say to Mr. Carrel that we will be glad to furnish sleeping car accommodations to delegates to the convention and their families who honor us by the selection of our line for the trip.

E. P. WILSON,

G. P. A. C. & N. W. Ry.

OBJECTS OF THE ASSOCIATION.

An Indiana ticket agent wrote to Secretary Carrel last month asking for fuller information as to the objects and purposes of the International Association of Ticket Agents. Mr. Carrel's reply was so appropriate that we give it in substance below. Many other agents will find in it, very likely, an answer to the inquiry that they have often put to themselves on the same subject:

Our objects are to assist one another in all ways honorable, and by association to know more of each other and of the different methods. To recreate and at the same time learn, once or twice each year, enjoying the fruits of our labor and gain new strength and broader knowledge and to elevate our life work as much as possible. Ask any of the "boys" who went south with us, and you will learn that people hadn't thought that the ticket agent amounted to much, in fact, had not given them any consideration as a class, but since the matter had been forced upon them, to think about, they did see where the ticket agent stood; between the public and the corporations, serving them both. Now what we wish to accomplish is to make every agent feel this, and working together across this continent assist our patrons, ourselves and our companies. It is not the only pleasant duty we have to draw our salaries. Ticket selling, accounting, and the various complications entering therein have made it important to advance in knowledge, skill and method, we think there are many things still unknown and undeveloped, wherein we can mutually benefit one another.

APPLICATIONS FOR MEMBERSHIP.

[Any members objecting to any applicant will state his objection in writing to the secretary, these objections to be

submitted to the executive committee for decision.]

Wm. P. Didlake, assistant ticket agent Relay Depot, East St. Louis, Ill.

Frank T. Conkey, ticket agent Fitchburg Ry., North Pownal, Vt.

W. O. Hitabidle, assistant ticket agent West Md. Ry., Baltimore, Md.

H. S. Searl, ticket agent A. & So. Eastn. Ry. Bisbee, Ariz.

James J. Foyle, assistant ticket agent D. L. & W. Ry., Newark, N. J.

C. H. Hain, ticket clerk C. R. I. & P. Ry., Des Moines, Ia.

Albert C. Boon, ticket agent R. & D. Ry., Gibsonville, N. C.

A. H. Pravitz, ticket agent Nor. Pac. Ry., Deer Creek, Minn.

A. H. Hallman, ticket agent Penn. R. R. Co., Pottstown Pa., Chas. G. Cadwallader, C. C. to ticket agent Penn. R. R. Co., Philadelphia, Pa.

Chas. A. Gerold, city ticket agent C. H. & D. Ry., Cincinnati, Ohio.

David Mixsell, ticket agent P. W. & B. Ry., Ferwood, Pa.

J. R. Young, assistant ticket agent K. C. M. & B. Ry., Aberdeen, Miss.

J. N. Hampe, ticket agent Penn. and M. & L. Rys., Linesville, Pa.

F. C. Fox, ticket agent A. T. & S. F. Ry., Rincon, N. M.

W. D. Hitchcock, ticket agent D. & C. S. N. Co., Alpena, Mich.

W. D. Alexander, ticket agent Mich. Central Ry., Dutton, Ont.

John A. Parker, assistant ticket agent C. B. & Q. Ry., La Crosse, Wis.

Eugene Baker, ticket agent C. & N. W., St. Lawrence, S. D.

George C. Pattison, ticket agent B. & O. Ry., Blooming-ton, Md.

John Anderson, ticket agent B. & M. Ry., Wanesit, Mass.

William L. Tonery, assistant ticket agent N. C. Ry., Halifax, Pa.

There being no objections to any applicant in the April list, all applicants therein named are enrolled as members and cards will be mailed them.

INVENTIVE GENIUS.

[Written for THE STATION AGENT by C. E. Doyle, patent attorney, Pittsburgh, Pa., and Washington, D. C.]

A writer once said: If there is any man to whom the term "self-made" will most truly apply, it is the inventor. He must possess three general characteristics peculiar to all men who achieve success in life, namely, ingenuity, enthusiasm and perseverance. Like the poet, his soul is in his work; but his is the poetry of substantial achievement, which gives wealth as well as happiness to mankind. If it be desired to harness the forces of nature for human benefit, the inventor devises the harness in the shape of machinery with which to operate. Every comfort which we enjoy in civilization bears the sign manual of the inventor's skill. Our clothing, furniture, the houses we live in, our means of travel, the carriages and ships we own and employ, the books and papers we use, even the luxuries we can command, are all largely due, at least so far as their best utility and excellence are concerned, to the genius of the inventor. It is impossible for us to think of anything which we use or with which we come in contact in our daily work and pleasure which has not been made the subject of some invention or improvement. In fact, to go back to first principles, did not our first parents, in the Garden of Eden, invent the first garment? And since that time everything which has been used in the progress of civilization has been made the subject, either directly or indirectly, of invention.

The first success of the inventor, no matter how insignificant it may be, is usually the first step in a new life of the most absorbing interest to himself, and satisfaction as well, but it is likewise the first stem in the treadmill of unceasing effort and thought—a treadmill that never stops for him while life remains. Go where he will, he cannot escape its operation. Every piece of machinery he sees suggests something

to his busy brain, and, in fact, everything that he observes suggests an improving device to him. But it is rarely, if ever, plain sailing with him in anything he undertakes. One of the things that troubles him a great deal is the improvements he is all the time making in his own work. He never reaches that point when he can say that his device is perfect. He thinks it is perfect to-day and to-morrow he sees some improvement, and perhaps the improvement is so far ahead of the work of yesterday that the latter is thrown aside as useless. Thus, it is often the case that when he has secured a patent on some machine his mind is so far advanced in improved devices for accomplishing the same work that what he has secured and protected is practically valueless to him. But we cannot say that it is entirely valueless, for, if it protects the broad idea of an invention, it gives him a foundation upon which to build future improvements, for which he can secure subsequent patents. Thus, no patent which in the proper manner protects an invention can be said to be valueless, as the subsequent patents fortify and strengthen the first one so as to render it of great value. For instance, an inventor may have a general idea of an improvement, and may know of several ways of accomplishing his object, but all of these methods or the means which occur to him are too expensive to be introduced. This, however, should not deter him from securing a patent and protecting the broad idea as soon after it is conceived as is practicable. Later he will think of other ways or other means of accomplishing the same object, and then, when he has discovered means of simplifying the mechanism so as to render the device inexpensive enough to introduce successfully, he should protect these improved means and thereby fortify his first patent. Even though he may depart in many ways in his subsequent improvements from the means which he employed in the first machine, if his former patent brings out the broad principle and shows how it may be applied, the subsequent patents will strengthen it and make it valuable. One of the main things for an inventor to learn in the invention of machinery is to have in every machine as few parts as possible to make them direct acting, and have the machine or thing, as a whole, easily operated. The thief of energy in any machine (and by energy is meant power) is friction, and by reducing the number of parts as far as possible and rendering them direct-acting, the friction is lessened and more of the energy or power can be applied to the work to be accomplished. It is an axiom in physics that nothing is gained or lost in nature, and, therefore, if friction is to be overcome, a portion of the energy will be utilized for that purpose, and there will be less to apply to the work for which the machine is designed.

One of our eminent inventors once said that very many of the most meritorious inventions that were ever made were not successful because it required some skill and brain work to operate them. "To make a success of a thing," he added, "you must have it so simple and easy of operation that a mule can operate it. Then you will have a thing that will come into general use if it is presented to the world in a business way."

Among the newer fields of invention probably the most promising is that of electricity. The best inventions in this field have mostly been made within the last fifteen years—largely, indeed, inside of the last decade. Here the field is opening out and widening all the time, as new applications of the electric current or electric energy are being constantly discovered. Already the inventors in this field can be counted by the hundreds, and there are perhaps more successful ones among them—that is, the ratio is greater, than in any other field of invention. Just for a moment look at the prospect here presented. In the electric current we have an element of power that is more easily controlled and handled, more easily

diffused over large areas, more adaptable to a greater variety of purposes, than any other forces of nature within our reach. It will heat our houses, do our cooking, furnish us with light and convey power anywhere that we may desire it and in any proportion that may be necessary. This covers a wide range of application, but it by no means exhausts the uses and purposes to which electricity can be applied, and this field, it will be seen, is therefore a most promising one to the young inventor.

But let us look briefly at another good field in which we can see bright prospects for the inventor, namely, that of rail-roading. This, too, is an extensive field, which, although more advanced than that of electricity, is nevertheless capable of much development in many directions. Many hundred car-couplings have been devised, but can we say that any one has reached perfection in this direction? Is it not possible to devise some means for coupling cars which will be more effective, safe and simple than anything heretofore thought of or patented? Again, car-heaters as now used are imperfect. Many different kinds of heaters have been devised, it is true, and perhaps many of them are safer than anything which is now in use, but they are complicated and would be too expensive to introduce. What is wanted is something effective and cheap. In the same way we could go through many of the branches of railroading and point out wherein improvements could be made to render traveling safer.

But, while speaking of these two great fields of invention, the thought occurs to us that in many ways they go hand in hand. It has been demonstrated that electricity can be applied in a multitude of ways, and that in every position in which it has been used it has shown that its capabilities are greater, and that it can be more easily and quickly handled in any desired quantity, than any force in nature over which we have any control. Electricity has been applied to the propulsion of cars, to their lighting and other uses, but this field is still in its infancy. It is still undeveloped. Simpler and better ways of applying it as a locomotive agent can be devised, and it can be applied to the heating and perhaps even to the coupling of the cars. Why not? We have discovered many ways in which electricity can be used, and there is every reason to believe that there are still many ways which have not been discovered. Every day we hear of new applications of this great natural force. It has the virtue of being inexhaustible as far as its production is concerned.

Prof. R. H. Thurston, in a recent article, gives a graphic description of what electricity will do in the near future. He says it will break up the present factory system and enable the home worker once more to compete on living terms with great aggregations of capital in unscrupulous hands. Great steam engines will undoubtedly become generally the sources of power in large cities, and will send out the electric wire in every corner of the town, helping the sewing woman at her machine, the weaver at his pattern loom, the mechanic at his engine lathe, giving every house the mechanical aids needed in the kitchen, the laundry, the elevator, and at the same time giving light, and possibly heat, in liberal quantity and intensity.

Those suffering from rupture will find it to their interest to confer with the old and reliable house of De Garmo & Noble, 712 Broadway, New York, who make a specialty of treating such cases skillfully, advertised in this issue.

E. Taylor & Co., Cleveland, Ohio, are having a big sale for their electric goods. They are now putting out a \$5.00 Family Medical Battery that gives entire satisfaction, and fills all requirements of higher priced batteries for domestic use. Agents are meeting with big success selling them. Circulars are free, address E. TAYLOR & CO., Cleveland, O.



Pres. F. C. NICHOLAS, Chicago.
 Vice-Pres. J. H. PICKERING, Kas. City.
 Sec. JOHN J. BAULCH, St. Louis.
 Treas. W. McALLISTER, Cincinnati.

THE STATION AGENT.
 (OFFICIAL ORGAN.)

THE UNIFORM BILL OF LADING.

The progress toward the adoption of a uniform bill of lading and a uniform classification is being watched with interest by all of our readers. The first is now an accomplished fact, but the uniform classification appears to be as far off as ever. The meeting of the committee which was to have been held in Denver, Colo., the latter part of April has been indefinitely postponed. The uniform bill of lading, however, has been adopted by the joint committee of the Trunk Lines, and the Central Traffic Association. It has been decided to have the use of the subrogation clause discretionary with the initial line. It was also decided to have the following rule printed in the official classification and on tariffs:

When property is tendered for shipment and shippers elect not to accept the uniform bill of lading therefor, such property shall be forwarded at the common carrier's liability, in consideration for which the charge shall be one class rate higher than that named in the regular published tariffs and classification therefor.

The words "Not Negotiable," are to be printed across the face of the bill. The following is the form of contract:

The property described below in apparent good order, except as noted (contents and conditions of contents of packages unknown) marked, consigned and destined as indicated below, which said company agreed to carry to the said destination if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight herein named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, contained in such bill of lading and which was hereby agreed to by the shipper, and by him accepted for himself and his assigns as just and reasonable.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from to is to be, in cents per 100 lbs.: If first class; If second class; [and so on]. Advanced charges at \$.....

CONDITIONS.

1. No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof

or damage thereto by causes beyond its control; or by floods or by fire from any cause or wheresoever occurring, or by riots, strikes or stoppage of labor, or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay, or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable dispatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the points of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than 30 days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event.

4. All property shall be subject to necessary co-orage and baling at owner's cost. Each carrier over whose route cotton is to be carried hereunder shall have the privilege at its own cost, of compressing the same for greater convenience in handling and forwarding, and shall not be held responsible for unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within 24 hours after its arrival at destination may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost, and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any car and for use of track after the car has been held 48 hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined to or taken from a station at which there is no regularly appointed agent shall be entirely at risk of owner when unloaded from cars, or until loaded or when received from or delivered on private or other sidings shall be at owner's risk until the cars are attached to, and after they are detached from train.

6. No carrier hereunder will carry, or be liable in any way for any documents, species, or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive or dangerous goods, without previous

full written disclosure to the carrier of their nature, shall be liable for all loss and damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without special notation hereon of the agent of the carrier issuing this bill of lading shall be void.

9. If the word "order" is written thereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rate and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lake, sea, or other waters, or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances, or from collision, standing, or other accidents of navigation, or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports, to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life and property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

The *Railroad Gazette*, in editorially commenting upon this new bill of lading says:

There is no doubt of the right of a railroad to adopt a form of bill of lading which shall greatly limit its common law liability. In this respect agreements with shippers with regard to freight are treated very differently from those which concern passengers. A road finds it very hard work to limit its responsibilities as a carrier of passengers by special contract. This is partly because the passenger cannot be assumed to have read the contract on his ticket, but still more because the prevention of accidents lie almost wholly within the province of the carrier, and is but slightly affected by the action of the passenger. A railroad accident, if caused by the company's negligence, is a public wrong; and the public cannot allow the company to shift responsibility by special agreement with its passengers, as if they, and they alone, were the persons interested.

With freight, the case is different. The shipper is supposed to have read his contract; it is his own fault if he does not. The railroad company cannot draw the contract in such a way as to relieve itself of the consequences of its own serious negligence; but it can throw upon the shipper the risk of those occurrences for which the company is not to

blame any more than the shipper; and still more clearly those which are in any way the result of the shipper's negligence. Common law is rather hard on the carrier in many of these respects; and a certain amount of relief seems desirable. The important thing is that such relief should not be made a means of doing the shipper injustice by the insertion of vexatious provisions.

From the multitude of points covered, we can select but a few for discussion.

"No carrier shall be liable for loss by riots, strikes, or stoppage of labor." The last phrase seems too general. Unless there was a strike, the courts would certainly not uphold the provision with regard to stoppage of labor. This being the case, it would seem better to leave it out. The document is too large as it stands; and a meaningless phrase can do nothing but make trouble. This criticism applies to a good many other paragraphs.

"No carrier shall be liable for damages from any cause, if it be necessary or usual to carry such property in open cars." This is too broad. There are many kinds of property—carriages, machinery etc.—which are usually carried in open cars, but where it would be a real hardship to throw all responsibility upon the shipper; and where, in fact, no bill of lading would be allowed to have that effect.

"The carrier, under the proposed form, may change route 'in case of necessity.'" We have no great objection to this; only it is inconsistent with the idea of limiting as far as possible the responsibility of each carrier to its own line. We should prefer to see a reform which should at once give the receiving roads power to choose routes and impose upon them full responsibility to their shippers for the results of their action. This matter would be in still better shape if our trunk lines had an incorporated clearing house like that of England which should accept full responsibility on through shipments as a matter of course, and wholly relieve the shipper of the necessity of locating damages. In the case of such responsibility, selection of routes by the carrier would not be much of a hardship; and it might be made a means through which an association could avoid the evils of the anti-pooling clause of the Inter-state Commerce Law.

FREE CARTAGE.

The question of free cartage is one that interests all freight agents at important stations. The recent report of the Inter-state Commerce Commission on the case at Grand Rapids, in which the Detroit, Grand Haven & Milwaukee road is interested, has caused considerable discussion on the subject. The report simply decides that the long and short haul clause of the law was violated by charging seventy-five cents from New York to Ionia, while freight was taken at the same price to Grand Rapids, thirty-four miles further, and there delivered by wagon at consignees' stores. The peculiarities of the case are that the Detroit, Grand Haven & Milwaukee had performed this free cartage at Grand Rapids for twenty-five years, and long before it had a competitor there. Its station is one and one-fourth miles from the business section of the city, while those of the other roads are only about one-fourth mile out. The complainants, though merchants in Ionia, were really put up to make the complaint by the Michigan Central, which suffers at Grand Rapids by this peculiar competition. Concerning the prevalence of the practice of free cartage, the report simply says that "it is more or less extensively practiced in Michigan and other states at exceptional stations." Commissioners Morrison and Schoonmaker concurred in this report, but they deem it important to add that the free carting is

in effect a rebate and an evasion of the law regardless of its relation to the price charged to Ionia or any other place. (Chairman Cooley says "it is not pretended by complainants that free cartage is in itself illegal," and he apparently agrees with them.) Commissioner Veazey did not sit on the case, but Commissioner Bragg fills up twenty-five pages with a dissenting opinion, in which he labors to show that, as free cartage has been long practiced at many places, and has worked harm to no person, firm, locality or description of traffic, it will, therefore, be upsetting things unwarrantably to decide now, on any ground, that it is illegal. He foresees difficulty in deciding in future cases what must be the average distance from a depot to the business portion of the town; in requiring carriers to raise their rates to suit a rival; in meeting the complaints of other towns, and so on. He says the two cents per 100 lbs. paid for cartage is really a part of the cost of transportation, the same as would be the money spent for building a particularly large or costly freight house. It appears that the allowance of this cartage charge is not mentioned in the tariffs, but Commissioner Bragg holds that, as this is merely an item of cost of service, that fact is not material.

In commenting editorially on the report the *Railroad Gazette* says:

None of the commissioners discuss the essence of the real reason for holding this business illegal, which is that a railroad has no right to transport freight beyond its own chartered line. Chairman Cooley says "it is the rule for a road's service to end at the freight house," and challenges anyone to tell the Commission how to define the maximum and minimum distances within which a railroad may perform cartage, but he dismisses the subject with a short paragraph. Commissioner Bragg laboriously compares this case with lighterage at New York, with switching charges in placing cars on private sidings, and other cases of more or less exceptional service; but the fact that one road has a charter to build a road into the heart of Grand Rapids, and actually constructs the road and uses it, while another stops a mile out of town and practically extends its road into the town by wagon, without a charter, is not stated or considered. There is much unnecessary reasoning on the relative value of terminal facilities, the attitude of competitors toward each other, and other cognate matters, but the important point that a road which builds its line outside of a town must not pretend that its road runs into the town is left untouched. Commissioner Bragg says that if the Detroit, Grand Haven & Milwaukee were now forbidden to abandon this practice of twenty-five years' standing, it would probably lose much of its business to its rivals, the Michigan Central and the Detroit, Lansing & Northern. So far as we can see, it ought to suffer such loss; else what incentive is there for new roads to provide new accommodations?

HOW THE SHIPPERS WERE CAUGHT NAPPING.

A Denver paper of April 30 printed the following:

The sudden action of the different roads in withdrawing cut rates from Eastern points to Denver caught the big shippers napping, as it were. They had been holding off all heavy shipments for weeks, fully confident that rates would go to pieces, when they would rush in large stocks at about one-fifth of the usual cost. The reduced rates were never made public, hence the roads can withdraw them at their own sweet will, and that is just what they did, to the sorrow of many Denver merchants. One of the biggest shippers spent the entire day yesterday endeavoring to contract for twenty-five cars of freight from New York, and in the afternoon the sad realization dawned on him that it was too late. A week ago he could have secured a rate of \$1.20 from New York, but now he will have to pay the full tariff rate of \$1.90.

This is a sample, more definite than most of those we see,

of the allegations that rates are unlawfully reduced. Secret and unpublished reductions and advances in rates are, of course, illegal, and the road making them is liable to punishment. As for the other party to the fraud, Section 10 of the Interstate Commerce law provides that any person for whom, as consignor or consignee, a carrier shall transport property, who shall knowingly and willfully, by any means, with or without the connivance of the carrier, obtain transportation for property at less than the regular rates, shall be deemed guilty of fraud and subject to a fine of \$5,000 or two years' imprisonment, or both.

Now, after this "big shipper" has spent a day in fruitless labor, why does he not get the guilty party punished by reporting to the officers of the law who it is that gets secret rates and when, and from what road? Again, as the Interstate Commerce commission cannot readily take cognizance of affairs in all parts of the country, why should not the United States district attorneys take up matters of this kind when they appear so circumstantially in the public prints?—*Railroad Gazette*.

DELIVERY ON PRIVATE SIDINGS.

The committee of the National Association of Local Freight Agents' Associations, appointed at the Buffalo convention, have sent out the following letter to local freight agents. Readers of THE STATION AGENT who have not already received the same are requested to communicate with this committee on the subject:

DETROIT, MICH., May 5, 1890.

DEAR SIR:

At the annual meeting of the National Association of Local Freight Agents, held in Buffalo, N. Y., July 9th, 1889, the undersigned were appointed as a committee on "Delivery of Car Load Freight on Private Sidings, and the best methods of taking Receipts for the same." Will you kindly state what system is in force by the various railroad companies in your city as regards "Delivery of Car Load Freight on Private Sidings and getting Receipts for same," and if it works satisfactorily to both the company and consignee. If, in any way, an improvement can be made will you kindly offer any suggestions you may see fit to make, in order that our report to be made at annual meeting in Detroit, Mich., July 8th, 1890, may be as complete as possible. The favor of an early response will be highly appreciated, and will greatly facilitate the work of the committee.

Yours very truly,

FRED. J. HILL,
Agent Wabash Railroad,
Detroit, Mich.

J. L. LOCKWOOD,
Agent N. Y. C. & St. L. R. R.,
Chicago, Ill.

J. H. PICKERING,
Agent Wabash Railroad,
Kansas City, Mo.

Switch Women and Fire Ladies.—It is curious that Russia, otherwise so behind the rest of Europe in progress, is in advance as regards the emancipation of woman. In Russia there are numerous female professors, physicians, dentists, etc., and now the government has gone a step further, by authorizing the employment of women on railways. For instance, the Transcaspian railway company has just, out of 100 servants required, engaged thirty women, who on this line are acting as stationmasters, traffic managers, conductors, pointswomen, etc., and the time is, no doubt, not distant when women will also act as drivers and firemen.—*Railway News*.



NOTES BY THE EDITOR.

The Cleveland convention will be long remembered by members of the Railway Agents' Association not so much on account of the social features, although they were a pleasant incident of the occasion, but because the result of the deliberations of the delegates in attendance will be of great moment to the organization. Its management for four years past and up to the date of the Kansas City convention has been characterized by a series of blunders, which, with a hesitating and uncertain policy have well nigh wrecked the association. Aside from mismanagement, there have been other causes why the association has not advanced in numerical strength and prosperity as it should have done. First may be mentioned the absence of national and local organizers. The leaders in the movement have confined their efforts to the dissemination of advertising matter, with such personal solicitation as their duties would permit. This policy has been proved a failure, and the association realizing its mistake, acted wisely in placing Grand Secretary Albert Cline in the field as national organizer. Another retarding influence in association affairs has been the fact that the official paper had not been in the hands of all members, with the natural result that about half the membership was in absolute ignorance of the work of the association. This obstacle to progress in the future has been removed and hereafter all members in good standing will receive THE STATION AGENT and supplement regularly.

Briefly summarized the work of the convention was as follows:

A change in the name of the association by dropping the word "station" and making it the Railway Agents' Association.

Increasing the list of men engaged in station ser-

vice who are eligible to membership.

Increasing the annual dues from \$3.00 to \$4.20 and providing that every member be provided with THE STATION AGENT, the official paper of the association.

Engaging the services of a national organizer who shall devote his entire time to association work.

Election of officers for the ensuing year.

Deciding upon Denver as the next place of meeting.

Aside from the important business transacted at the convention the social features were strongly emphasized and added greatly to the pleasure of the occasion. While the weather was not all that could be desired the delegates and their ladies enjoyed their brief stay in the Forest City and were delighted with the subsequent excursion to Buffalo and Niagara Falls.

The selection of officers, one of the most vital matters to be considered by the convention, was a wise one in every case and the present organization of the grand division is the best the association has ever had. In Mr. E. L. Barcroft, the association has an efficient, intelligent and energetic executive head. His work in Texas division is an indication of what he is capable of accomplishing and with the co-operation of the other members of the executive board he will keep the association on the boom.

It is hardly necessary here to speak of the ability and enterprise of the new grand secretary, Mr. Albert Cline. For two years past he was the leading spirit of the association, and while hampered by lack of harmony and inactivity on the part of some of his associates he has never faltered in his efforts to bring the association to the front.

The newly elected officers will be found at the head of this department. We believe that every member of this executive board will do all in his power to advance the interests of the association.

Grand Secretary Cline has not yet resigned his railway position, but will do so just as soon as his successor can be secured. In the meantime he is putting in effective work for the association. In another column will be found a report of the organization of a division at New Castle, Pa. Divisions will be formed at once at Baltimore, Md., and Birmingham, Ala. Several other points are being worked up and will report during the month of June. Brother Cline's work for the next few months will be the establishing of local divisions of this character, leaving the field of each to be worked up by the officers of such divisions afterwards. The west will probably first claim his attention, as the opening there is more promising than elsewhere just at the present time and it is essential

that the association should make rapid strides in membership during the ensuing half year. The plan of acting has not been entirely mapped out as yet, but within the next fortnight the ball will be set rolling in good shape. Agents at central points who consider the aims of this association worthy of their support, and who desire to aid in the bringing it up to a standard that will be a secret to the profession, are invited to correspond with brother Cline relative to the starting of a local division in their vicinity.

* * *

In a subsequent issue we shall give the biographical sketch of the new officers. Grand Secretary Cline is too well known to readers of THE STATION AGENT and to members of the association to need a further personal introduction, but it will be gratifying to members generally to learn more of their other new officers.

* * *

Just as soon as we receive from the various division secretaries a complete list of membership, copies of this issue and the last supplement will be mailed to every member. In the meantime we are sending out magazines to all members of the association of whom we have record in this office. Under such circumstances it will be impossible to avoid mistakes, and there will be many omissions, as well as some duplication of names. To all members we would say that any errors will be gladly corrected as soon as our attention is called to the same. Any member who wishes to have a sample copy of this magazine sent to a brother agent will confer a favor both upon us and the association by sending in the name of the party. Don't be backward about this. We are always glad to send sample copies to any one who may be interested in this publication.

* * *

The constitution, as amended, will soon be printed and distributed throughout the country. There are a number of important changes, which we summarize elsewhere. One amendment was omitted from the May supplement. It proves that the offices of secretary and treasurer of grand or legal divisions may be filled by the same party. This is a sensible provision, as the duties of these officers are so closely allied that it will often be good policy to combine them, thus expediting work.

* * *

The association, through its committee on resolutions, thanked the various railroads who contributed to the enjoyment of the occasion, but especial mention should be made of the management of the Erie road, which so generously tendered the association an excursion to Niagara Falls and return. The passenger department of the Erie is fast popularizing that road among agents and apparently appreciates

the value of securing the good will of this class of railroad employees. The courtesies extended to the Railway Agents' Association will be remembered by every member of the association and it is quite safe to say that none of them will drive business away from the Erie on account of this remembrance. The Chicago & Atlantic and a number of other roads are also deserving of thanks for the transportation facilities placed at the disposal of the delegates to the convention.

* * *

Texas is now the banner state of the association. Its membership roll reaches the formidable total of 205 and is still increasing. Brothers Barcroft and Abbott have accomplished a noble work. It was a fitting recognition of the standing of this division that lead the convention to select its secretary, E. L. Barcroft, to fill the highest office in the gift of the association. He is the right man in the right place.

* * *

It was the original intention of the delegates to the Cleveland convention to re-elect President Cline and put brother Barcroft in as grand secretary. This was what Texas division wants and it would have been done but for one thing. When it was decided that a national organizer was a necessity the demand was at once for Albert Cline. The latter could not see his way clear to give up a lucrative position to accept an uncertainty and he doubted the ability of the association to pay two salaried officers. In order to overcome this obstacle it was finally decided to elect brother Cline as grand secretary, thus combining the two salaried positions, and place brother Barcroft at the head of the association. The change made little difference in the management of the association, as both gentlemen are equally competent to fill either one of the offices. However, brother Barcroft could not take the position of national organizer, which made the change necessary.

MEETING OF OLD MEXICO DIVISION.

The annual meeting of Old Mexico division was held in Odd Fellows' hall, City of Mexico, April 23, with President W. J. DeGress in the chair and V. C. Whitfield, acting secretary. The report of the president was full of interest and presented some valuable statistics. From it we learn that there are 84 agents on the Mexican Central road, 84 on the Mexican National and 23 on the Mexican International. This makes a total of 191 English-speaking agents in the republic. There are at present 31 members in the division. The election of officers resulted as follows: President, W. J. DeGress, City of Mexico; first vice-president, J. M. Zamudio, traveling auditor Mexican National railroad; second vice-president, H. A. Vaughn,

superintendent Guadalajara division Mexican Central railroad; third vice-president, J. C. Miller, joint agent Mexican Central and Mexican International railroads, Torreón; fourth vice-president, J. W. Hunter, traveling auditor Mexican National railroad; secretary, J. B. Phipps, agent Mexican National railroad, Colonia; treasurer, V. C. Whitfield, agent Mexican Central railroad, City of Mexico. It was decided to have all circulars, letters, obligations, etc., printed in both Spanish and English before being forwarded to members. It was also resolved that the general freight and passenger agents of all railroads in Mexico be made honorary members of the association. An adjournment was then taken.

THE VALUE OF SOCIAL GATHERINGS.

EDITOR THE STATION AGENT:

I have often thought of writing for our official journal, but in the face of all the encouragement in the form of appeals for correspondence to help make the journal, or the waste-basket, interesting, a knowledge of my inability has restrained me. But President Cline's "irrespective of how written" is irresistible, or rather, it leaves me without an excuse, so that I must at least make an attempt to write something.

It has been impressed upon me that one of the best means of deriving benefit from our association is to attend our conventions, either local or grand. Meeting with our brethren in convention brings us face to face with the work, and creates or strengthens a feeling of personal responsibility for the success of our association as nothing else can do. With personal responsibility begins individual effort, and, it is needless to say, that when all our members begin earnest work our success is assured. The convention strengthens and enlarges the bond of fraternity, has a tendency to raise us out of the rut of indifference into which we are too apt to fall, clears away all prejudice and reanimates us to perform faithfully our duties in life.

R. T. BUTCHART,

Rapid City, May.

Can. N. W. Div.

WHY HE COULDN'T COME.

Secretary Austin, of Ohio division, received a letter prior to the convention that created considerable amusement among the delegates. It showed a dry sense of humor and a spirit of fraternal fellowship that was refreshing as in contrast with the complaints so often heard in such cases. It is as follows:

XENIA, O., May 10, 1890.

Mr. G. H. Austin, Secretary Railway Station Agents' Association, Newton Falls, O.:

Dear Sir—Your very kind invitation to the sixth annual convention of the grand division, Railway Station Agents' Association, to be held in Cleveland, May 21, found me, about

a week ago, up to my chin handling baggage, selling tickets, taking in freight, answering the telephone calls, replying to letters of enquiry as to why I did this or where did I get my authority for that, satisfying some shipper whose freight had gone wrong and delayed, and a thousand other things that you may know of that take up the time, attention (and patience) of a railway station agent. All these combined have prevented the writing of this letter sooner. The receipt of this card has brought gladness to my heart day and night since its arrival. To think there were some in a like position who could get away for a short time to enjoy themselves! I have dreamed over it, talked about it to my wife and told my little children what possible pleasures there were in store for those so situated that they could call in a stray man to take their place. But, alas! for their poor papa! There was no one trained to do so many things at once, and we could only weep and think of the pleasures that others would enjoy. We will think of you at the time, and, while eating our crackers and tea, will wish that things might be otherwise. Again I thank you, but business will prevent the accepting of same. Wishing the association a prosperous life, I am

Yours in suffering,

D. J. FLEMING, Agt.

MEETING OF KANSAS DIVISION.

The annual convention of the Kansas division, Railway Agents' Association, was held at Hutchinson, Kan., May 16. There was a good attendance and great enthusiasm manifested. President R. F. Scaffern presided.

The case of E. W. Drowilesky was taken up and by a unanimous vote the president's action in regard to his suspension on the grounds of fraud was approved, and his expulsion was approved.

Letters of a congratulatory order from a great many agents who were unable to be present were read by the secretary. The amalgamation with the Order of Railway Telegraphers was solidly resented. The O. R. T. was unanimously considered a good thing in its place, but the idea of converting the two into one was deemed inexpedient, there being room for both orders.

Brothers Patterson, of Sterling; Cole, of Pratt; Myers, of St. John; J. W. McCoach, of Sterling, and H. P. Palmer, of Garden Plain, were appointed a committee on beneficiary, to devise some plan for the extension of aid to sick members, a report to be made to the executive board at an early date.

Treasurer Pratt's report was as follows:

CONCORDIA, Kan., May 4, 1890.

To the President and Members of the Kansas Division, R. S. A. A.:

Brethren—Below find statement of receipts and disbursements of my office since October 25, 1889:

Cash on hand Oct. 25, 1889.....	\$140 47
Received from Bro. Harvey, secretary.....	246 05
Total.....	\$386 52
DISBURSEMENTS.	
By vouchers Nos. 35 to 50.....	\$272 85
Cash on hand.....	113 67
Total.....	\$386 52

Secretary Harvey delivered a strong address, which was listened to with much interest. We regret that our space will not permit of its publication in full. Brother Harvey spoke, in substance, as follows: Mr. President and My Kindred Friends in Convention Assembled:

To-day witnesses the achievement of a desire on my part, and which of late years has been fondly cherished—that of meeting in a convention of this nature so many representatives of my own branch of the railway service. Ever since my life was first linked with the station service the needs of organization among this class has seemed urgent, and with regret have I always viewed our condition, both financially and socially. We whom you may justly say form the bone and sinew of the great arteries of commerce, and which reach all the important cities and towns of our commonwealth, we who form the very financial foundation upon which such enormous wealth rests, plodding along day in and day out, year in and year out, without any general head or common center, seemingly everyone for himself, our next door neighbor an utter stranger. It appears to me miraculous indeed that with no system and with no knowledge of our work and responsibilities other than that contained within each one's self, that railway capital should be productive of as good results to its owners as it has been. This gathering to-day is to me indeed gratifying, and I trust that we all may be greatly encouraged and I hope successful in our undertaking. Pardon me for this seemingly necessary diversion by way of preface to my report as your secretary since the date of our organization as a state division of the Railway Station Agents' Association, which took place at Salina, June 26, 1888. My necessary absence at both previous assemblies of our division has caused nothing but regret on my part.

As a division methinks we have cause to be proud of the part which we have played in sustaining the association. While some of our neighbor divisions have shown great weakness, we have held our own and with a slight advance; thus, as I believe, doing much toward sustaining vitality in our national body. A brief statement of affairs since organization I have thought to be interesting, and have herewith appended the same. We started as an organized division with a charter membership numbering 56. Our first annual meeting found us with 89, and to-day we present you a list containing 116 names. Briefly summarizing we find our receipts from organization to date of our first annual convention, held in October, 1889, was as follows:

From membership fees.....	\$318 00
From membership dues.....	435 25
From traveling cards.....	4 00
From grand division, our proportion memberships transferred to us.....	28 00
Total.....	\$785 25
EXPENDITURES.	
Charter.....	\$ 25 00
Grand division tax.....	220 66
Local expenses.....	332 37
Cash on hand.....	207 22
Total.....	\$785 25

A more minute resume of our local expenses I have deemed but your due and I have herewith appended the same.

Stationery and printing, \$83.34; express, \$3.90; postage, \$37.71; division seal, \$3.00; hectograph and express on same, \$6.95; one hundred journals for general distribution, \$7.00; assessment for journal company, \$4.23; expense for Chicago grand convention, \$76.24; STATION AGENT subscription, \$110.00; total, \$332.27. Cash on hand at last report, \$207.22; Cash received from October, 1889, to date: From membership fees, \$63.00; from membership dues, \$119.80; total, \$390.02. Disbursements—Grand division tax, \$60.50; local expenses, \$215.85; cash on hand, \$113.67; total, \$390.02. Our expenses are divided as follows: Delegate expenses to state and national convention, \$52.50; amount voted secretary at last convention, \$50.00; salary secretary since that date, \$35.00; printing, \$46.40; balance on STATION AGENT subscription, \$12.50; postage, \$15.85; express and telegrams, \$3.60; total, \$215.85.

With present membership I see no reasons why as a division success should not be ours. We have within our ranks much which goes toward the maintenance of the foremost division of the country. We need a relief department, and I trust that ways and means may soon be devised whereby a sick or afflicted brother may be relieved and the widow and orphans assisted. We should also sustain an employment bureau. While you nor I may never have use of such a feature in our lifetime, some other less fortunate brother might be lifted up thereby, and if but one per year could in this way be benefited its mission would be attained. With one or both of these objects a reality, the labor of holding together and building up our division would become greatly lessened. Let this be as it may, I would urge that each of us use greater earnestness in the work. Within the borders of our state we find upwards of five hundred railway station agents, of whom less than one in five are within our fold. Can we not all help to reduce this proportion? should be a question uppermost in our minds.

The election of officers for the ensuing year resulted as follows:

President, J. A. Mulholland, Chicago, Rock Island & Pacific, Hutchinson; vice-president, L. E. Damon, Atchison, Topeka & Santa Fe, Newton; second vice-president, V. M. Patterson, Missouri Pacific, Sterling; secretary, A. H. Harvey, Missouri Pacific, Washington; treasurer, J. W. McCoach, Atchison, Topeka & Santa Fe, Sterling.

Wichita was chosen as the next place of meeting, the date to be named by the executive board. The selection of Mr. J. A. Mulholland as president was a well-deserved compliment to that gentleman, particularly on this occasion, as his indefatigable efforts to make the visit of his brother agents in Hutchinson a pleasant one were highly appreciated by every one in attendance upon the convention.

A DIVISION FORMED AT NEW CASTLE.

EDITOR THE STATION AGENT:

A meeting of agents, chief clerks, cashiers and ticket agents of the different roads was held Wednesday evening May 28, at which time the New Castle, Pa., division was organized by Brother Grand Secretary Albert Cline. The meeting was a very enthusiastic one, and every man present put his name down as a charter member. As Brother Cline did not arrive until 4 p. m., there was no time to get men from outside of the city. We organized with twelve charter members from New Castle, and, as the charter will be open until July 1, 1890, we expect to increase the number to forty or fifty by that time. The next meeting will be held June 9, at 7 p. m.

New Castle, Pa., May 29.

A. M. NORTH,
President.

OUR NEW ENGLAND LETTER.

[From our Regular Correspondent.]

While people all over this broad country are dreading the arrival of the census inquisitor with his long list of very personal queries; while the antiquated maiden of uncertain years gnashes her false teeth in the agony of anticipation of the arrival of the man who will, in behalf of Uncle Sam, compel her to divulge the secret of her age; while the invalid sighs wearily at the prospect of being obliged to give a diagnosis of his infirmities; and while the busy farmer meditates that he must refrain from his planting long enough to consult the Old Farmers' Almanac and ascertain for the government Paul Pry when the old brindle cow died, and state clearly what ailed her; while these and a hundred other types of American citizens are awaiting the official catechism, our friend, the station agent, smiles serenely; and why shouldn't he? Surely, this is no new thing to him. What are a half hundred little questions like these? Bless your dear hearts, this little list is simply a cipher placed beside the stupendous collection of queries fired at him every day, every quest on of which he is expected to answer promptly or correctly. Why, one talkative woman (and there are such!), with a double-action tongue, will propel a string of questions at the poor agent in five minutes of a magnitude sufficient to cause a census enumerator to take to Paris green for a diet. No, dear public; this is simply a little retaliatory dose of your own medicine. The station agent will answer the elongated list of enquiries while you are reckoning up the locality and date of your birth.

The regular monthly meeting of the New England Railway Agents' Association occurred in Boston, May 17, and the attendance was very fair. In the absence of President Bacon, Mr. Boynton, of the Boston & Albany, at South Framingham, Mass., presided, and it is needless to add that he filled the position in a most happy and competent manner, for Brother Boynton is a well-informed and most popular gentleman, and a great favorite in railroad circles. He has always been a warm supporter of the N. E. R. R. Agents' Association, and has done much to build up the standard of that society.

There was no special business to come before the May meeting, and, after the usual supper had been disposed of in the most thorough and approved manner, the chairman called upon the various gentlemen present for informal speeches regarding any items or questions of special import which may have arisen in their routine of duty. The conversations and discussions of the evening were largely confined to the baggage question, and complications liable to arise in handling and checking personal baggage. The various rules adopted by New England roads were talked of, and the most common methods used by the public in abusing these rules were brought up to bring out suggestions as to the best manner in which to overcome the difficulties encountered. Agent Carter, of the Old Colony R. R., Clinton, Mass., raised the query as to whether baggage coupons of mileage books should be detached in advance. The general opinion on this head was that such action would not be in accordance with the original intentions of the carriers who issued the book, and that it could not be consistently done. The checking of peddlers' packs has become a common nuisance in some localities, and several New England roads have issued orders forbidding such articles being received as baggage. The peddlers have, in some instances, got around this rule by placing their pack in a case made with handles, thus converting the pack into a form not unlike the trunk which is allowed to go as personal baggage. The matter of checking baggage through to points where an agent could not sell tickets was also touched upon,

and the opinion prevailed that such checking was not advisable, although the fact is often apparent that the inability to check baggage through from small stations to points on a connecting road often causes the traveler much inconvenience in the re-checking at junction points. Other rules, notably that relating to changes for excess baggage were talked over. These discussions cannot fail to be productive of great benefit to the agents, and in this fact lies one great advantage to be derived in joining such an organization. Topics are brought up, the informal discussion of which sets the agent to thinking, and thinking leads to enquiry, and enquiry leads to knowledge, and the agent finds himself becoming better posted as to his duties all on account of some little train of thought started in after-supper conversation of the New England Railroad Agents' Association.

The matter of the annual summer excursion was talked over to some extent and some suggestions made, one being a trip to the famous Hoosac Tunnel would be a pleasant outing for the members. No doubt at the next meeting the matter will assume more prominence.

The matter of delivering car-load lots of freight without calling for the original bill of lading has often been brought to the notice of our New England agents, and the roads generally have adopted strong rules on the matter; but it is apparent that in many instances the rules have been ignored by agents, who perhaps failed to realize the importance of the requirement. During the past year, however, the trunk roads have practiced a strict enforcement of the rule, and with good effect, and, in case the rule has been broken, the offender has been summarily dealt with. I have before me now a notice or a change of agents, which reads that the agent has been discharged for his "failure to carry out the instructions of the general freight department in regard to taking up bill of lading before delivering freight billed to order." It is the only protection the road has in such cases, and is as important as the identification of a stranger who cashes a check at a bank.

One of the best arranged and equipped station buildings in Boston is the new depot erected by the Boston, Revere Beach & Lynn R. R., on Atlantic avenue, and occupied this month. The building has a frontage of 58 feet and is 119 feet deep in the central position. The material used in construction was largely granite and brick, and while the exterior of the depot is not of the highly-ornamented order, yet it impresses the beholder as a neat-appearing and solid-looking structure. The interior is most conveniently arranged, and all the appointments are of the best. There are telegraph and ticket offices, waiting and toilet rooms, with every convenience desired by the traveling public. A large baggage-room is also on the lower floor, while in the second story are the general offices and various other rooms, all well lighted and handsomely furnished. The entire structure cost about \$60,000.

C. L. Hartwell, for many years the general freight agent of the Fitchburg railroad, died in California about the first of May, he having gone there on account of ill-health. His funeral took place at his late residence in Waltham, Mass., and was attended by a large number of prominent railroad men.

A notice was issued to the station agents of the Boston & Maine R. R. this month making the following announcement: Mr. H. W. B. Wightman having resigned his position of traveling auditor, the jurisdiction of Mr. Edward A. Maxfield, traveling auditor, is extended over the territory formerly unde-

charge of Mr. Wightman. Mr. John J. Demeritt is also appointed assistant traveling auditor, with headquarters in Boston. The writer heartily congratulates Brother Maxfield, for he is well worthy of the promotion.

NEW ENGLAND NEWS NOTES.

George P. Stiles, for three years a ticket seller at the Eastern depot of the B. & M. R. R., in Boston, died at his home, in Salem, April 25, of diphtheria. He was forty years of age and much respected.

Fred. S. Moore, the agent of the Cheshire railroad, at Marlboro, N. H., died in May, his death being the result of injuries received in jumping from a freight car.

Henry T. Childs, extra station agent of the N. Y. & N. E. R. R., is now assigned to the Needham, Mass., station.

A. B. Fisher, who has been the popular agent of the Fitchburg R. R., at Marlboro, Mass., for about fifteen years, has been obliged to resign his position on account of ill-health. Mr. Fisher is a prominent member of the N. E. R. R. Agents' Association, and his many friends hope for his speedy restoration to health.

John Barber, who has been the agent at Walpole Junction, Mass., station, has accepted a position in the Canton station of the Old Colony R. R.

Station Agent Markham, of the Central Vermont R. R., at Proctor, Vt., is on the sick list, and his place is filled temporarily filled by F. C. McNaney.

The Concord & Montreal railroad is intending to build a new passenger depot this season at Lake Massabesic, Manchester, N. H.

The large freight house of the N. Y. Central R. R., at Albany, N. Y., was destroyed by fire May 22. It was a large building, 300 feet long, and, as it was filled with valuable freight, the loss was heavy.

Walter E. Lord, for many years the station agent of the Fitchburg railroad, at Westminster, Mass., died this month after a long illness from dropsy.

On and after the 16th of June all the New York trains of the Old Colony railroad, both boat and rail, will depart from the Providence division depot, in Park Square. It is thought by many that the day is not far distant when the terminal tracks of this road will be so arranged that the Kneeland street depot will be abandoned as a passenger station.

The depot question at Norwich, Conn., is probably near a settlement, and the outlook is promising for the erection of a fine structure to be used as a union station, and to cost not less than \$100,000.

Daniel Whalen, assistant yardmaster of the Northern R. R., was killed at Manchester, N. H., May 24, by falling from a freight train.

The depot of the Fitchburg R. R., at Valley Falls, N. Y., was entirely consumed by fire on the night of May 24. A large amount of valuable freight was destroyed.

Employees of the Boston & Lowell railroad have organized a benefit society to be known as the "Boston & Lowell Freight Employment Benefit Association." George Bourne has been elected president.

G. A. R.

THE SCALPERS CONVENTION.

There was a melancholy gathering of this fated fraternity at Indianapolis, Indiana, the third week in May. About 150 members of the American Ticket Brokers' Association were in attendance.

The association refused to reinstate E. A. Mulford, Chicago ticket broker, who was expelled by the executive committee because he was charged with having attempted to break up the association. The votes stood 53 to 42 against his re-instatement. On May 16 Mulford filed a suit in the circuit court at Indianapolis for \$25,000 for slander against George McKenzie, George Frank, Isaac Frank, Levi Solomon, Edward List and George W. Frey. He also appealed to judge Howe for an alternate writ of mandate against the association to show cause why he should not be placed on its list of membership and allowed to take part in its proceedings and share its benefits. The slander suit, set for May 30, and the mandamus is to be answered June 2. The defendants are residents of St. Louis, Chicago, Cincinnati and Indianapolis. The association elected officers for the ensuing year as follows: President, George W. Frey of Indianapolis; first vice-president, W. S. Duckworth of Nashville, Tenn.; second vice-president, J. Samuelson of Memphis, Tenn.; third vice-president, W. Willoughby of Denver, Colo.; secretary, W. B. Carter of Louisville; members of executive committee, L. Solomon of Chicago, H. Smith of Detroit.

AN EMBEZZELER RUN TO EARTH.

The surety companies are relentless in their pursuit of embezzlers and rarely fail to bring such offenders to justice. Following close upon the case of E. S. Crawford, the dishonest American Exchange National Bank employe who was captured in Honduras, came the case of Francis Woodside Berks, the defaulting cashier of the Atchison, Topeka & Santa Fe railroad company at El Paso, Tex., who absconded January 12, 1890, leaving a deficit in his accounts of \$15,000. The American Surety Co. of New York were surety on the bond of Berks to the railroad company, and at once began the work of effecting his capture. The surety company has a large force of inspectors stationed about the country, and has complete arrangements in Canada, Mexico and abroad for apprehending any persons bonded by it who may prove dishonest. In this case the defaulter did not venture on Mexican soil, and was traced by the surety company's inspectors through New Mexico and Arizona to San Francisco. He got out of San Francisco early in February, and his course was traced northward, being impeded, as likewise were the inspectors, by the severe storms then prevalent in the Northwest. Portland, Ore., Tacoma, Seattle and other points in Washington, and also Victoria and Vancouver, were thoroughly searched, and the fugitive, after being harbored by a friend, was traced eastward and finally apprehended, on February 2, at Salina, Kansas. The American Surety Company's inspector took Berks to Topeka, Kansas, formally arrested him there and took him to El Paso, where he was delivered into the hands of the sheriff and committed for trial, April 8, 1890.



Important decisions on points that are likely to arise in station service will be given in this column each month and should be read carefully and saved for reference by every agent. We are also prepared to give legal advice to any agent, on questions relating to his business, free of charge. In asking for information of this character, state your case as concisely and accurately as possible. We shall consider it a privilege to serve our subscribers in this manner.—EDITOR.

INJURY TO AN EMPLOYEE NOT ON DUTY.—A railroad employee who is being transported from one place of employment to another, and is not engaged in any occupation for the company, it is his duty to maintain the same degree of care with which the passenger is charged, and he cannot recover for injury sustained while riding on the brake wheel, although the accident resulted from the negligence of the company. The acceptance of money from a relief association managed by the railroad in consideration of absolving the company from liability is an estoppel of an action for damage in any event.—*Martin vs. Baltimore & Ohio Railway Company*. Circuit Court of the United States, District of West Virginia.

NEGLIGENT DELIVERY OF GOODS.—In North Carolina the supreme court holds that a carrier who has negligently delivered goods to a vendee of the shipper without collecting the price or requiring the production of the bill of lading cannot recover them from a boni fide purchaser from such vendee.

CONTRACTS AT SPECIAL RATES.—In Colorado the supreme court holds that under the constitution forbidding "undue or unreasonable discrimination" by railroad companies in freight charges, a contract by a railroad company to carry freight for plaintiff at a special rate, less than its published schedule, is not void as being an unjust discrimination and against public policy, in the absence of evidence that such special rate is an exclusive privilege.

WHAT CONSTITUTES A REGULAR STATION.—The supreme court of North Carolina rules that in the statute prescribing a fine for the refusal of the railroad to receive goods for transportation at any regular station, the words "regular station" denote a place where the railroad transacts regular and orderly business with suitable buildings and appliances, and with agents to give bills of lading and receipts to shippers tending or receiving freight at all appropriate times; and the fact that a place is set down in the circulars and orders of the railroad as a station, and that a mail train stops there regularly, is not sufficient to make it a "regular station."

WRITTEN CONTRACT LIMITING LIABILITIES.—In New York the supreme court holds that where a carrier does not enter into any written contract limiting its liability, it cannot show in defense of an action that it usually gave receipts with conditions that the shippers knew this.

INSURANCE—CONTRACT TO GIVE CARRIER THE BENEFIT OF—SUBROGATION.—A shipper who contracts to give the carrier, who may become liable for the loss of the goods shipped, the benefit of any insurance that may be effected thereon, cannot, in case of loss through the carrier's negligence, recover upon a policy insuring his goods which stipulates that in case of loss the insurer shall be subrogated to all

claims of the shipper against the carrier, and that if any right of the insurer to recover against any person is lost by any act of the insured, or if the insurance is made for the benefit of the carrier, the insurer shall not be liable to pay any loss.—*Ct. of Appls. N. Y. Fayerweather v. Phenix Insurance Co.*, 6 L. R. A. 805.

The supreme court of the United States in a recent case holds that the insurer upon paying the loss, becomes, without any express stipulations to that effect in the policy, subrogated to the assured's right of action against the carrier responsible for the loss: and a stipulation in a bill of lading that a carrier when liable for a loss of the goods shall have the benefit of any insurance that may have been effected upon them, is valid, and limits the right of an insurer of the goods, upon paying the loss, to recover over against the carrier. *Liverpool & Great Western Steam Co., v. Phenix Insurance Co.*, 129 U. S. 397, 32 L. Ed. 788.

DELAY IN DELIVERY OF TELEGRAMS—WHO MAY MAINTAIN SUIT FOR—IGNORANCE OF RELATIONS BETWEEN SENDER AND RECEIVER.—1. Failure to disclose the relationship of the parties to a telegraph company when sending a message stating that a person named is dying and saying "Come quick," will not prevent a recovery of damages for suffering on account of the inability of the receiver to be with a dying brother because of delay in delivering the message.

2. Evidence that a person felt and exhibited mental anguish on account of the delay in delivering a telegraph message is admissible in an action where damages are allowable for such negligence.

3. The question as to how many maintain a suit for delay in delivering a telegram does not depend upon the payment of the fee, nor upon the question whether the sender had been previously constituted an agent for that purpose by the party to whom the dispatch was sent, but upon the question who was in fact to be served and who is damaged.

4. Ignorance of the relations that may exist between the sender and receiver of a message will not excuse a telegraph company for its neglect if the sender intended to serve the receiver the latter accepted the act.

5. A prompt delivery is of the essence of a contract to transmit a telegram and a failure in that respect is such a breach as will authorize the discovery back of the consideration paid.—[*Sup. Ct. Tex. Western Union Telegraph Co., v. Adams* 6 L. R. A. 844.

SHIPPER MOVING CARS—CONSENT OF RAILWAY—INJURY TO EMPLOYEES OF SHIPPER.—Where a shipper by consent of a railroad company undertakes with the help of his own employees alone to run cars down a grade to the place where they are needed for loading, and while so employed one of such employees is injured by the negligence of his co-employees, the railroad company is not liable to an action for damages on account of such injuries.—[*Sup. Ct. Tenn. Hanna v. Chattanooga & Nashville Rd Co.*

ERROR IN TELEGRAMS—DAMAGES FOR—PRACTICE—QUESTIONS OF FACTS IN SUPREME COURT.—1. Section 87 and 89 of the practice act (ch. 116) prohibits this court from re examining controverted questions of fact passed upon by the appellate courts, except in certain cases, and this court may not look to the opinion of that court to ascertain its finding of the facts.

2. This court may look into the evidence for the purpose of deciding as to the correctness and applicability of instructions, or, in a proper case, to determine whether or not there is any evidence tending to support a material element in the cause of action or defense.

3. In order to charge a telegraph company with liability

for damages growing out of its neglect to truly transmit a dispatch, it is not necessary that the message should, on its face, disclose the nature of the business, so that the operator may understand its meaning as to the article, quantity, quality and price. If enough appears in the message to show that it relates to a commercial business transaction between the correspondents, it will be sufficient to charge the company with the damages resulting from its negligent transmission.

4. A dealer in teas and coffees in Chicago had considerable dealings in New York city, through a broker there, and frequently sent and had orders filled by such broker. In June he sent this message: "Please buy in addition to thousand August one thousand cheapest month;" also, "Put stop order on five thousand December, at seventeen cents." The number called for were sacks of coffee. When received they read: "Please buy in two thousand August, one thousand cheapest month," and the other "Put stop order on five thousand December, at seventy cents." Held, that the telegraph company was liable to the sender of the message for the damages he sustained by the mistake in the transmission.--[Sup. Ct Ill Postal Telegraph Co. v. Lathrop, 22 Chi. Leg. News 282.

CONCLUSIVENESS OF BILL OF LADING.—The recital of a bill of lading relating to the subject weight of the goods shipped thereunder is merely formal and subject to verification by scales and if the weight disclosed by the scales varied from that specified in the bill of lading the weight as shown by the scales controls. Where the statute of a state provides that a railroad company should be bound by the weight recited in its bill of lading, and the interstate commerce act provides that goods shall be paid for at their actual weight so far as goods shipped from one state to another is concerned, a state statute will be held invalid as in the conflict with the interstate commerce act.—[Baird vs. St. Louis I. M. & S. Ry. Co., circuit court of the United States, eastern district of Arkansas, 41 Fed. Rep. 692.

RECENT DECISIONS IN RAILROAD CASES.

The Interstate-Commerce Committee decided, on April 25, the case of Stone & Carten against the Detroit, Grand Haven and Milwaukee Railway Company in favor of complainants. The main opinion was written by chairman Cooley, commissioners Morrison and Schoonmaker concurring and expressing additional views, and a dissenting opinion was filed by commissioner Bragg. This case involves the question of the lawfulness of free cartage of freights by railroad companies to and from one station on their lines and shippers' places of business, when such free cartage is not given to shippers at another station on the same line taking the same group rate. The commission rules that the practice is in effect the giving of a rebate from the regular published tariff rate, and, in this case, also violates the long and short haul clause of the law by making the charge for the shorter distance to Ionia, Mich., greater than to Grand Rapids, Mich., the longer distance. The railroad company is ordered to cease and desist from making such free cartage at Grand Rapids.

In the famous "Car Load Cases," the commission renders the following decision:

Upon all the evidence, and upon principles that should govern ratemaking, a prima facie case has been made against the present classification which has not been justified by the respondents. Rates shall be adjusted to correspond, with reasonable limits, to the existing business of the country in which the public generally is interested. It is not the province of carriers to regulate business or to build up or destroy markets, but it is their duty to serve business interests equitably and impartially. The evidence shows that the public is far more largely interested in miscellaneous shipments than in solid car load shipments of one kind of traffic. While this condition exists the carriers have a duty to perform to make their service equitable and reasonable as just compensation for their work will permit. All rates must be reasonable and just. Differences arranging from 40 per cent, to upwards of 100 per cent, upon the same goods to the same destination, in substantially like quantities as well as in less, in the same kind of cars, and perhaps hauled in the same train, are manifestly neither reasonable or just, and work undue prejudice and disadvantage to shippers and consignees of miscellaneous freight, both in full car loads and in smaller quantities. The circumstances of many of the consignors to many consignees of a full car load to the same destination is too unimportant in the item of cost of handling to demand a difference in the rate. Fractional differences exist in all business, as they do under all laws imposing burdens, and in business are supposed to be equalized by average charges. For illustration, in the passenger service quantity is not considered, and passengers weighing three times as much, and with the full limit of baggage, are charged the same rate for the same journey as the lighter passengers without baggage - and a few passengers in a car pay no higher rate than the passengers in a full car, though the earnings of the two cars and the cost of service per passenger differ widely. In the case of smaller shipments to many consignees at many destinations there is such material difference in the cost of service, in the earnings of cars, and in car detention as to justify a higher charge. A reasonable amount of difference is difficult to adjust, but it should not be prohibitory upon the business, nor unjustly disproportionate.

In these cases the commission finds that no adequate reason has been shown for a difference in rates for a carload quantity of like traffic to the same destination, whether from one consignor to one consignee or from several consignors to several consignees, and the discrepancy between the rates for carloads and less than carloads upon the grocery articles in question is unreasonable when both go to one destination, and seems in a lesser degree to be unreasonable when less than carloads go to different destinations. Under these findings the respondents are required to revise their classification and rates, and reduce the unreasonable differences to a basis more in conformity to the statute. The commission orders that the respondents proceed forthwith to make the corrections indicated, and that they complete and put the same in effect within thirty days from the service of this order with a copy of the report and opinion.

This decision has evoked much unfavorable criticism, and has practically put an end to progress in the direction of uniform classification, for the present at least. The *Railroad Gazette* says on the subject:

The Interstate Commerce Commission is engaged in two conflicting efforts without apparently seeing their inconsistency. It is trying to secure uniform classification all over the country; it is also trying to reduce the difference between

carload and less than carload rates on the same article. Which they will ultimately sacrifice we do not know; but we are confident that they will have to sacrifice one of the two objects in order to get either. Uniform classification not only tends, but must tend, to put carloads and less than carloads further apart.

The reason for this is readily seen when we consider what are the obstacles which hinder the attainment of uniformity. They are vaguely summed up by saying that the needs of traffic in one section are different from those in another. This really means that low rates on certain articles will develop traffic rapidly in some districts and not in others. If a reduction will develop a large traffic it is good economy for the railroads to adopt it, because the increased business is good in itself and can be handled with special economy. Under the same circumstances, it is bad for the public to refuse such a reduction, because it shows that the rates prevent the existence of a large trade which might otherwise be developed. But if, in another part of the country a reduction in rates is followed by no corresponding gain in volume, it is bad for the railroads to grant it and not by any means a severe burden to the public to refuse it.

We believe that the increased difference between C. L. and L. C. L. rates, which has thus far accompanied the progress toward uniformity of classification, is no mere accident, but a necessity of the case. It is not confined to the United States, but has shown itself in still more marked form in Germany, where a higher degree of uniformity than ours has been secured only by means of even greater differences in favor of car loads. To encourage the former tendency, and at the same time check the latter, seems almost impossible. To prescribe uniformity of classification and then forbid specially low rates for carloads is, we believe, a task beyond the powers of the Interstate Commerce Commission.

A new departure has been made by the Iowa courts in regard to perishable freights. A decision by the supreme court of that state just published (Beard, et. al., vs. Illinois Central Railroad Co.) will have a direct bearing on the transportation of this class of freight.

In the case cited, a quantity of butter was received at West Union, Ia., by the Burlington, Cedar Rapids & Northern Railway company for transportation to New Orleans, in the summer season. The butter was transported to St. Louis in a refrigerator car, and there unloaded and transferred by drays across the river and delivered to the Cairo Short Line company, which company loaded the butter in an ordinary box car, which it delivered sealed to the Illinois Central company at Duquoin, Ill., and which was by that company taken to New Orleans. When the butter arrived at destination it was found to have been destroyed in transit from the effect of heat. There was no contract for through shipment in a refrigerator car, and the Cairo Short Line and the Illinois Central, so far as it appeared, owned no such equipment. There was no unnecessary delay in transit. The question arose whether the Illinois Central, under these facts, was liable for the damage; in other words, whether that company was bound to adapt the mode of carriage to the character of the shipment and the

climate. The supreme court of Iowa, in a well considered opinion, holds that they were, and that they were liable to the shippers for the value of the butter destroyed. In the course of the opinion the court says:

A carrier's duty is not limited to the transportation of goods delivered for carriage. He must exercise such diligence as is required by law to protect the goods from destruction and injury from conditions which, in the exercise of due care, may be averted or counteracted. He must guard the goods from destruction from the elements; from the effects of delays; indeed, from every source of injury which he may avert, and which, in the exercise of care and ordinary diligence, may be known or anticipated. Unknown causes, or those which are inherent in the nature of the goods, and can not be, in the exercise of diligence, averted, will not render the carrier liable. The nature of the goods must be considered in determining the carrier's duty. Some metals may be transported in open cars. Many articles of commerce when transported must be protected from rain, sunshine and heat, and must have cars fitted for their safe transportation. Live animals must have food and water when the distance of transportation demands it. Fruit and some other perishable articles must be carried with expedition and protection from frost. So the carrier must attend to the character of the goods he transports. He is informed thereof by inspection of the freight bills, etc.

They hold in the case in question that the Illinois Central should either have used a refrigerator car or have properly iced the box car; that having accepted the butter for transportation, they cannot escape liability by saying they did not have cars sufficient for the purpose. They further hold that the company could have enforced payment, beyond the ordinary freight charges, of any necessary outlays made in order to safely transport the goods.

A Chicago court has granted an injunction restraining the Illinois Central railroad and E. D. Moore, manager of the Chicago Car-Service association, from refusing to supply Woodward & Crofut, of the Chicago Cereal Mills, at Grand Crossing, with cars. The complainants say that last summer there was a delay of several days in moving cars on the sidetrack of the Illinois Central, which runs to the mill. When the company became able to supply cars, it sent them along so fast that the millers could not handle them. Moore sent a bill of \$60, which he afterwards cut down to \$45, for demurrage. Woodward & Crofut refused to pay the bill, claiming to have lost \$60 a day through the company's fault at the time when the cars were not furnished when needed. On account of their refusal to pay the \$45, Moore ordered that no grain consigned to Woodward & Crofut's mill should be received by the company, and that no cars be furnished the firm to take away their shipments. An injunction has also been granted against the Pennsylvania company and E. D. Moore at the instance of the Chicago Coal & Coke Co., restraining the road from "refusing to deliver cars of coal" to the complainants.

The Station Agent.

**A MONTHLY JOURNAL DEVOTED TO THE INTERESTS OF LOCAL FREIGHT
AND TICKET AGENTS AND THE RAILWAY SERVICE IN GENERAL.**

OFFICIAL ORGAN

The National Association of Local Freight Ag'ts Ass'ns.

The International Association of Ticket Agents.

The Railway Station Agents' Association.

The New England Railroad Agents' Ass'n.

Boston R'y Clerks' Ass'n. *Detroit R'y Clerks' Ass'n.*

CLEVELAND, O.

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Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

The Denver convention of the International Association of Ticket Agents promises to eclipse even that of last winter at Jacksonville. The railroad companies appreciate the services of ticket agents and are bound to treat them well.

By the absorption of the St. Louis & San Francisco the Atchison becomes the largest railroad in the world, comprising a mileage of more than 9,000 miles.

The earnings of the Chicago, St. Louis, St. Paul & Kansas City road have increased 59 per cent. over last year and the tonnage 172 per cent. Eighty per cent of this increase in earnings is from local stations. Yet we have managers making the same old statement that "anybody can run a station." The Chicago, St. Paul & Kansas City doesn't think so, and the wonder-

ful growth of its business at such stations is an indication of an advanced policy. The station service is the most important department in railroading, so far as finances are concerned, and just as soon as railroad managers generally appreciate this fact we shall see a gratifying change in the personelle and of the service, brought about by increased salaries and more attention to the fine points of the business.

Local agents have many queer characters to deal with and the archives of a local freight office would show all sorts of amusing and incomprehensible documents. A Kansas agent sent us the following, which is reproduced verbatim from the original postal card:

"Mr. frait agent—if m Leonards things is at
ure ofic pleas hoald them un till caled for wee wil pay
all expences and oblige yours, M. Leonard."

Mr. Leonard's "things" were held as per orders.

The National Association of the Railroad Clerks will be in the field before the close of the current year. THE STATION AGENT takes justifiable pride in this movement, as it was the first to recommend such an organization. We now have quite a little family of railroad clerks' associations growing up around us and we are glad to see it increasing daily. The railroad clerk of today is the agent of tomorrow and as such he is a subject of interest to the representative publication of the station service.

It is no longer the Railway Station Agents' Association, but the Railway Agents' Association.

The western passenger rate war has rendered the existence of the average ticket in the territory affected a barren ideal. The constant changes in rates doubled the work in many offices.

The Chicago & Alton railway has always been partial to the ticket agents of the country and its liberal policy in this direction has popularized the route in all parts of the country. Every man who sells a coupon ticket has a kindly feeling for the Alton and its genial G. P. A., Mr. Charlton. The Alton has generously placed at the disposal of the Ticket Agents' Association its finest vestibuled train and will carry the delegates both going and returning from Denver. Several other lines were anxious to have the outward trip, but were not enthusiastic over haul-

ing the train back in case some other road was chosen going out. The original intention was to go to Denver via the Alton and return by another route, but as soon as Mr. Charlton learned that there was some reluctance displayed about sharing the honor on the part of other companies, he offered to bring the train back to Chicago, which offer was accepted. The cost of this excursion will be very heavy, but the Alton will lose nothing by it, as every ticket agent in the country will remember with grateful appreciation the consideration shown their association. The Union Pacific management will share with the Alton in this, as it also has extended a magnificent hospitality to the I. A. T. A. and will take charge of the delegates after they leave Kansas City. Incidentally, it might be well to mention here that ticket agents throughout the country who desire to avail themselves of this grand excursion had better get their application for membership in the hands of Secretary Carrel before July 1.

RIGHTS OF THE TICKET AGENT.

That the ticket agent is the servant of the corporation that employs him, subject to its rules and accepting his responsibilities under its conditions, is a fact. No written contract is made, but the conditions on both sides are fully understood and should be honorably carried out. That the corporation can change the conditions under which the agent accepts employment and thus affect salaries, without consulting the interests of the men thus affected or the moral obligation incident thereto, is questionable. To admit that the legislative power of this country has the right to declare the payment of commissions to agents on the sale of tickets a crime, is to impugn the judgment of the leading railroad experts of the country. The passage and enforcement of such a law would place a burden upon thousands of already underpaid ticket agents and to decrease the efficiency of that branch of the railway upon which the public is largely dependent for favor and proper direction.

The ticket agent is a representative man. His acquaintance and experience bring him into contact with all the various branches of society, but at the same time the acquirements of his work are such that he does not mingle with his co-laborers and thus gain a full knowledge of the multiplied wants and requirements of his position, which would enable him to state his wants to the representatives in state and national legislatures. As individuals there are certain rights vouchsafed us by the constitution,

which was framed to protect all impartially. To legislate against a large representative class without allowing or asking that class to state its position, is certainly an injustice.

But it seems that under the law certain rights and privileges, called "charter rights," are given railroads, and investors are asked to purchase shares of such charter rights and with this money railroads are built. They are property of the investors and the law assumes to control the legal honor and honesty of the management of those interests. It was discovered by the railroads themselves that the various conflicting interests required some means of mutual co-operation looking towards harmony. Pools were brought into existence to effect this result, and could the different lines been held to agreements, it would have been demonstrated that pooling was the ultimate perfection of railway management in the settlement of all differences. Congress, however, took the matter in hand, undoing all the work of many years' experience and assuming the burden of an experiment. How much better it would have been to have strengthened the pooling system by requiring the absolute fulfillment of pooling contracts.

The present legislative amendments to the Interstate Commerce law are partisan and are directed against individual interests, which are or could be as well controlled by the railroads themselves. We believe them unconstitutional because they place a restriction on the salary or recompense received by individuals for services rendered. They are wholly in the interests of the railroad corporations and against individuals and the public.

THE PLUG OPERATOR.

The duties of operator and agent at the smaller class of stations are so closely interwoven that the interests of both are very nearly identical. The influx into the service of a vast number of incompetent and inexperienced young operators has had a disastrous effect upon that branch of railroading, displacing, as it has, older and more efficient men, who cannot afford to give their services for the mere pittance that their successors are willing to accept. Abuses arising from this state of affairs are attracting attention from the more thoughtful managers, who look beyond the temporary reduction in operating expenses affected by the employment of this cheap class of labor. They are beginning to realize that a "cheap" man is dear at any price, and the amount saved in salaries by such a policy is entirely

out of proportion to the losses directly and indirectly traceable to the same source. While a healthy change in managerial sentiment is noticeable to the close observer, no radical reform may be expected until the station service is taken away from the operating department and placed under the control of the traffic department, where it properly belongs. We shall have more to say on this subject in the near future.

THE STATION AGENT has from the first raised its voice against the abuses arising from the introduction of this class of labor into the service. We are in full and hearty accord with the policy of the various railway employees' associations, which are seeking to reduce the supply in order to increase the demand for competent labor. In this connection the following correspondence which recently passed between this office and the proprietor of a well-known short-hand school in the east will be of interest to our readers:

Publisher THE STATION AGENT, Cleveland, Ohio:

Dear Sir—I inclose you advt. which please insert in the next issue of your magazine and send bill to me. Give it as prominent place as you can, for I want one insertion to bring me a first-class man—one that can run a telegraph school and do justice to the students. I hope to give you an adv. for the short-hand school in a short time. Very truly yours,

F. S. HUMPHREY.

The advertisement was as follows:

HALF INTEREST IN A TELEGRAPH SCHOOL FOR SALE.

A practical telegraph operator is wanted to purchase a half interest in the telegraph department of a short-hand, type-writing and telegraph institute. This is a first-class opportunity for an operator having capital to secure a profitable business. It is the only school of the kind in the city, and the business can easily be increased to average 75 or 80 students. The owner is not a telegraph operator, so would prefer a partner who understands the business. State age, experience as an operator and limit of capital you can invest. To insure reply, whether acceptable or not, inclose stamp. Address _____.

CLEVELAND, O., May 26, 1890.

F. S. Humphrey, 105 Arch street, Philadelphia, Pa.:

Dear Sir—Your favor of the 23rd inst. is at hand. We regret to say that it will not be possible for us to publish the adv. sent us. These telegraph schools are in very bad odor among operators and agents, and, as the representative magazine of the station service of this country, THE STATION AGENT cannot afford to endorse such an establishment by publishing an advertisement of this kind in its columns. These schools have done much to lower the tone of the service, bringing as they have into the ranks an immense number of young and incompetent operators who have displaced older and better qualified men at ridiculously small salaries. One of the aims of our publication is to reduce the supply to an extent that will enable the men now in the service to gain a decent livelihood, something they now find difficult to do in the face of competition from an army of half-fledged boys and students from telegraph schools. Under the circumstances, therefore, we must decline your proposition. Respectfully yours,

THE STATION AGENT,

R. W. WRIGHT, Manager.

In his argument in favor of government control of the telegraph before the house committee on past offices and past roads at Washington not long since, Mr. Rosewater, editor of the *Omaha Bee*, himself a practical operator, made the following statements regarding the present system of operating the telegraph service in this country:

There are 40,000 postoffices in the United States to-day having no telegraph service. We are told that these people are not entitled to the use of the telegraph; that they are nothing but common farmers and clodhoppers and would not send anything by telegraph except a death message occasionally. I claim, in the first place, that the 18,000 offices that are now reported to exist in this country for public service are not in condition to transmit the business of the people living at those stations; that they are merely adjuncts, making a little income for the telegraph company without any special facility to do the business of the public. All of you are aware that in most of these small railroad stations the railroad companies maintain a very cheap operator. Sometimes they pay them from \$20 to \$25 or \$30 per month. They are what professionals call "plugs," or unskilled operators. They are not competent to do commercial business. They are competent in the vocabulary which they have, which is a limited one, to handle railroad business, because the same words occur all the time to the railroad operator, such as baggage, checks, conductor, car, station, etc. These words, perhaps 500 in all, are all that this operator readily receives. When he gets any other part of the English language he generally breaks down. Now, you come to one of these stations and you want to transmit a message. The operator will receive it, but he is bound to do his railroad work, he gets no extra pay from the telegraph company, and it is no interest to him whether he does the work or not. The message is put on the hook, and it may be there a day or only a few hours. But at any rate, ten chances to one, you will reach your destination before your message gets there. That service is practically worthless, so that a very large number of our cities of from 1,500 to 2,000 inhabitants are deprived of the use of the telegraph, and the traveling public, which comprises a very large number of the people of this country, are also badly treated.

If the government had in the various postoffices in these small cities a postmaster who was chosen with a view to his capacity as a telegrapher, the business would be done much more to the interest of the public—that is, it would be done more efficiently and be better taken care of. I believe that the time will come when 20,000 of these 40,000 postoffices which cannot be reached by telegraph will be supplied without any extra expense to the government.

THE ACTION OF THE O. R. C.

The Order of Railway Conductors has taken an important and significant step. Its constitution has hitherto contained a clause prohibiting strikes, no matter what the circumstances may be. At the recent convention held in Rochester, N. Y. an amendment was adopted which provides that a strike can be resorted to in extreme cases. The amendment was opposed by the eastern delegates and Grand Chief Conductor Wheaton, but it was carried by a vote of 210 to 65. An effort was subsequently made to recon-

sider the action taken in striking out the anti-strike clause but it was defeated. Grand Chief Conductor C. S. Wheaton declined to be a candidate for re-election on account of the action taken by the convention. Several eastern divisions have withdrawn from the order on account of this action and the formation of a new organization on a strictly non-striking basis will probably be the next move among the dissatisfied members. While we do not wish to be considered as advocating a "strike" policy, we must admit that we can see nothing inimical to the best interests of either management or employees in this action of the O. R. C. So long as that order is controlled by conservative and intelligent men—and the conductors are too intelligent as a class to permit the dominancy of professional agitators—there is no danger that their newly acquired power will be used for vicious purposes. On the other hand, just as long as human nature remains as it is today, and has been from time immemorial, that organization which is the most feared will be the most respected. Without the power to enforce justice the O. R. C. has been helpless, although many managers have acknowledged its position by agreeing to and abiding by the result of arbitration. The halcyon day when good-will and peace shall reign among men, and the arbitrator shall succeed to the position of the warrior, has not yet arrived, although the first faint rays of its dawning may be seen to light up the horizon of human progress. Until it does come in all its refulgent glory, man must expect to battle for his rights, when they conflict with the selfishness of others. There is no exception to this rule in the railway service, and it is especially exemplified in too many cases for the reason that men in authority are dealing with the property of others, and not with their own. Under such circumstances there is an indifference as to results that may come from a reckless and tyrannical policy.

We are not an advocate of forcible measures. The boycott and the blacklist are twin evils that should find no place in free America. But we are now and always shall be outspoken in defence of a policy of equal and exact justice to all men. Its enforcement is a matter of widely divergent detail. One class of railroad labor can only hope for it when backed by a powerful organization armed with the weapons of organized labor. Another class—and this includes agents and all others holding fiduciary or clerical positions—is so situated that such a course is not open to them. Any pressure they may bring to bear upon railway corporations must needs be of the most

subtle character, and indeed about the only policy for them to pursue is one that will educate their members to a higher standard and to command justice by rendering their services indispensable to their respective managements.

The Order of Railway Conductors, wisely managed, and we believe that it will be, will be the better for its "strike" clause. It is the inalienable right of every American citizen to leave the employment of an unjust master. Every employer is supposed to have due regard for the value of services rendered him by his men, and consequently to fear the loss of such services. If the object of one laborer or of one thousand laborers in quitting work is to command recognition of his or their rights, then it were better that such action be taken in concert by the men interested in a common cause, that the results sought for may be made the more certain of accomplishment. This is not the argument of the agitator, but that of common sense and experience with human nature and human selfishness.

A CERTIFICATE OF SERVICE.

The Association of Railway Telegraph Superintendents have adopted a system of record for all employees in their service, which is proving quite popular, although it is liable to abuse in some cases. The form is as follows:

THE ASSOCIATION OF RAILWAY TELEGRAPH SUPERINTENDENTS.

.....has been in the service of this company in the capacity of.....at.....from.....1890 toand has.....on account of..... RecordDescription..(Date entered or left the service). Height.....Age.....Weight.....Complexion.....HairEyes.....Other marks or peculiarities

[Signed].....

[This card shows the standing of the holder at the time he left the service only and is not a guarantee for his future conduct nor is it to be regarded as an objection on the part of this company to his employment elsewhere. When the holder is employed by a member of this association this card is to be taken up and filed.]

All men leaving positions are furnished with one of these blanks properly filled out, and applicants who have been in the service of any member of the association are required to produce their certificate. The workings of this system have been successful so far.

Among the notable changes in official positions during the past month are the resignations of H. B. Stone, second vice president, and E. P. Ripley, general manager of the Chicago, Burlington & Quincy. The former is succeeded by George B. Harris, vice president of the Chicago, Burlington & Northern, who will also act as general manager for the present. Mr. Ripley goes to the Chicago, Milwaukee & St. Paul, as vice-president in charge of traffic affairs.

HUMOROUS, NOVEL AND INTERESTING.

The Man for the Emergency.—We were humping along down toward the Gulf on a trunk line road less than a year ago, when we stopped at a small station thirteen minutes late. We had been reported as late from the last, and expected orders here to change the run. A brief investigation disclosed the fact that the station master, who was also the operator, was drunk. He had felt a chill coming on, and had downed about a pint of red-eye to keep it off. He sat in a heap in his chair, his strength all gone, and his eyes blinking, and all the reply he could make to the conductor was:

"Shay, ole feller, whizzer mazzer wizz you?"

The conductor pondered a minute. The side track there was full of freight cars. It was six miles ahead to the next station, but did the north bound express have orders to let us make it? He suddenly grabbed the operator, hauled him out of the office upon the platform, down upon the earth, and then carried him to the water ditch and dumped him in. There were three feet of water, and it was cold as ice. He hauled the operator up and down for two minutes, dragged him out and stood him on his pins, and then said to him in a voice as menacing as the point of a dagger:

"Go in and telegraph for my orders!"

The man walked in all dripping, sat down to his table and sounded his call, and in fifty seconds our train had orders to make six mile siding, and "make it like —!" The engineer got the word, and away we went, and five minutes later were at the switch. Just then old north bound tooted, and our last car was in and the switch thrown over not a second too soon. She came past us at the rate of fifty miles an hour, flinging dust and gravel over every car, but we had saved our bacon. Two months later I met the operator in New Orleans and asked him if his cold water bath left any ill effects.

"Not the slightest," was his reply. "The only trouble was that the company objected to my way of taking a bath, and fired me out."—*N. Y. Sun.*

His Life Ruined by a Cipher.—"There goes a man whose life was ruined by forgetting the simple character o," said a prominent railroad man yesterday, pointing to a ragged, besotted man shambing along the street, unmindful of the rain.

"He was a train dispatcher on the Ohio & Mississippi railroad once, having worked up to that position from messenger boy in the telegraph office. One Sunday he had only two trains on his division, an express-train westward bound and a fast stock train running east. The day was warm and sultry, and Bill, for that was his name, had hard work to keep awake. He knew that as soon as he made the meeting point for the two trains he could doze, and he impatiently awaited the time. When the trains were close enough together for him to figure a meeting point he sent an order to the passenger train to meet and pass the stock train at a little station called Willow Valley, fixing the time at 12:50. To the stock train he sent an order that it could have until 1:25 to make Willow Valley for the passenger. See the mistake? He forgot the o, and hence gave the stock train thirty-five minutes more time than he should. Bill saw his mistake ten minutes after he had made it, but there being no telegraph station between the points where the trains were given the orders or at the meeting point he could do nothing to rectify it. He sent for the superintendent and ordered out the wrecking crew, then sat at the key pale as death, the cold perspiration running down his face in streams, awaiting news of the collision. It came. The passenger train reached Willow Valley on time, waited the required thirty minutes under the time card rules for the freight train and then pulled out. Three minutes later the two trains met on a curve, both running at a high rate of speed. Fourteen lives were lost in the collision, besides \$100,000 worth of property destroyed. Bill resigned at once and the next day disappeared. For a long time it was thought he had committed suicide, but I met him on the street here one day just as you see him—a total wreck."—*San Francisco Examiner.*

Woe to the Ticket Agent.—"Talking about nerve," said a local ticket agent the other day, to a reporter of the *Minneapolis Tribune*, "the railroads have simply ruined the people here in this town, so that now they want the earth. Why, in the east a man goes to a ticket office, gets his ticket and goes away. Here, however, people expect the railroad to be messenger boy, baggage man, and a hundred other things. The fact is that there has been so much competition for passenger

traffic of late that the roads have got into the habit of doing many things which the public has no right to demand at all. Here a man buys a ticket by telephone and tells us to send it up to him at his house, when he might just as well come and get it himself. There are fifty people a day howling through our telephone to find out what time the train leaves, when they might just as well look into the papers and find out themselves. Then men come in to get their checks cashed when they had much better go to the bank. People with mileage books want to sell their covers here, when it stated plainly on the cover that they are redeemable only in Chicago or somewhere else. Then unless the agent is always polite and smooth and suave, and answers all these fools and maniacs calmly and in good humor, why, they will fly up and howl that they will send their freight by some other road. It is a hard life and no mistake, and the position of local ticket agent is not what it is cracked up to be."

A Telegraphic Prodigy.—At Toledo Junction the agent, baggagemaster, telegraph operator, etc., is one and the same person. This gentleman is often pressed for time, and he has an assistant who is a marvel. It is his little nine-year-old daughter. She is a little tot and in all matters except on railroad business she is like the little child she is. In telegraphing she is a prodigy. She has learned the business completely, and need ask quarter from no operator on the entire line. She can receive as fast as the fastest can send, and she can transmit as rapidly as the fastest can receive. She writes a remarkably clear hand, and takes difficult railroad orders with the ease and nonchalance of a veteran.

At this point there is much transfer business, and the little girl can sit amidst the clicking of four different instruments, receive messages from one and send it over another instrument without a flurry. Meantime she will be interrupted by trainmen calling for orders and duplicates, and reads the messages to the men with the *sang froid* of an old-timer.

One day, to try her skill, the father left the child in charge of the office from morning till night, and during that time she handled 144 messages, and all correctly. The little wonder's father's name is Evans.

Some Novel Railroad Schemes.—"There is no limit to the odd and ingenious things in the railroad line," said Mr. Chas. A. Newell, who makes his home in Chicago and devotes most of his time to railroad construction in the west and northwest. "Not long ago I ran across a Michigan inventor who had a railroad bicycle which sat upon the track in the same manner that a door pulley runs upon a groove. With it he can make a mile in less than a minute on down grades. Its chief drawback is that when it meets a switch or a frog both it and its rider rise up in the air and disappear."

"Another man worried me with a system of lights, in which the motion of the wheels produces an electric current that makes the cars as bright as day inside and illuminates the exterior until it fairly shines—according to his imagination. This is to prevent collision with or overtaking of other trains. As everything goes out the moment the cars are still, and the train is left in utter darkness, it did not take long to dismiss the gentleman who evolved the idea. Equally curious is the notion of a St. Paul man, who proposed to build cars out of steel in the shape of a sausage. In the case of a collision instead of telescoping, the cars would rise up over each other and practically pile themselves in neat heaps."

"The queerest proposition of all, however, is that a man who wants to catch passengers for express trains in the same manner as they scoop up water or take in mail bags when going at full speed. The luckless passenger is to be in a long trough between the rails in a curved iron bed. From the bottom of the train a movable piece of steel comes down, which catches the bed and occupant and throws them in. I was so astonished with the idea that I could only say I had no interest in either coroners or undertakers."—*New York Star.*

C. Sheehy, for many years Canadian passenger agent of the Wabash, with headquarters at Detroit, has resigned from the service of the company to become district passenger agent of the Canadian Pacific at Detroit. He will be succeeded as Canadian passenger agent of the Wabash by J. A. Richardson, who will have his headquarters at Toronto. Both appointments took effect on April 1.

THE DUTIES OF AGENTS.

The Boston & Maine Railway company has recently issued a book of instructions to its employees that contains much valuable information and is one of the most thorough works of its kind that has come under our observation. The section relating to the duties of station agents will be read with interest by most of our readers. It is as follows:

Station agents have charge of the company's property at their respective stations and the general direction of the business of the road at these points, subject to the general rules and special orders.

They will see that all parts of the station buildings and yards are kept neat and clean, and must not permit disorderly or idle persons to loiter around the premises to the danger of property or the annoyance of passengers.

Station agents at terminal stations will be held responsible for the condition of cars leaving their stations. They must see that they are thoroughly swept and dusted, the lamps cleaned and filled, and windows cleaned inside and out at the end of each trip. Cars must be washed outside and scrubbed inside as often as may be necessary in order to keep them clean. They will also, during cold weather, see that the fires are properly cared for in cars remaining at their stations.

The station agent will have full control over brakemen, so far as regards cleaning and taking care of cars, and his orders must be respected accordingly. He may, if he thinks proper, designate the men to do the different parts of the work, so that each may do his just proportion of it.

They are required to have their ticket offices open at least fifteen minutes before the arrival of each train that stops at their station, and to keep them open till the train's arrival. They must be prepared to give any information respecting trains upon the road and concerning all connecting trains on other roads; must treat passengers with politeness and see that their subordinates do likewise. They will see that the baggage of passengers is properly checked or marked and put upon the proper train, and must always use great care in furnishing tickets, particularly for the branches and connecting roads.

They will have charge of the tracks, turnouts, switches, etc., at the station, and will be held responsible for the security of switches. They will also see that cars on side tracks are properly blocked and that the brakes are applied, and at places where there is a safety block the safety block must be fastened across the track, so cars cannot possibly enter upon or interfere with trains passing on main track. Ten minutes before trains are due they must know that the track is all right for them to pass. In all cases (at junctions having signal-masts) when changing switches from the main track to a branch the signals at mast-head must first be set right to indicate the change, and such signal must remain set for the branch until after the switch is again set and locked right for main track, and also until every car of any train entering the branch shall be entirely clear from the main track.

No car will be allowed to stand upon the main track to load, unload, or for any purpose, without special permission from the general manager or train dispatcher, and then a signal must be placed on the track at a proper distance each way from the car to give notice to any train that may be approaching.

They must know that their stations are properly supplied with flags and lanterns of the different colors, and with other signals.

They must show signals required by rules, and, in case of any danger to approaching trains, must send signals to warn them. They must communicate promptly and without fail any dispatch concerning the running of trains to the conductor of such trains.

They or their assistants must be in sight at their stations while trains are passing or are stopping, to note signals on engines and such as may be made by engineers, conductors or others upon the trains.

Promptness is enjoined on the part of station agents and baggagemen in transacting business with trains while at stations.

They must at once report any claim for lost or missing baggage.

Whoever throws a switch on a side track must see it back on the main line and locked.

All employees in charge of track, or whose duty it is to take care of switches, are reminded that the Safety Split switches require the same careful attention and must be kept free from dirt and ice and snow as the switches heretofore in use.

Switch lamps should be trimmed, cleaned and filled daily, as it is important that they be kept burning through the night. They must be lighted on all switches as soon as dark and extinguished at daylight. They must not, through neglect, be allowed to burn after daylight.

MR. KIRKMAN'S NEW BOOK.

Elsewhere in this issue we print an extract from the latest work of Marshall M. Kirkman, "Passenger Traffic and Accounts." The preface, which we give below, will explain the objects of the book:

The methods that underlie the operations of one railway underlie, substantially, those of all railways. Definite knowledge of one aids in acquiring knowledge of another. It is this that makes descriptive books valuable. Through them the student obtains a glimpse of railway work generally, a clue to the vast labyrinth without which he could not acquire knowledge except by a lifetime of laborious practice and then only imperfectly and disjointedly. This is the object of this book, as it is of the series of books of which it forms a part. It is not written for experts, for men whose minds are made up, for those who have nothing further to learn, but for young and growing men.

We would call the attention of railroad men to the ad of the Bullock Coat Collar Spring Co., on another page.

If you want to learn to play the guitar, don't fail to send to A. O. & E. C. Howe, 70 State street, Chicago, Ill., whose adv. appears in another column. Their self-instructor is just the thing you want.

If you are in need of a Wire Fencing, Wire office railing, or other Wire work read the adv. of the Forest City Wire and Iron Works on the third page of cover.

The Iron Guard Fence around the Union Passenger Depot at Cleveland, O., was furnished and erected by the Van Dorn Iron Works, Cleveland, O. See advertisement on back cover of book.

Have you sent for the catalogue of Howard S. Ingersoll, manufacturer of dove tail rubber stamps, 46 Cortland street, New York? Mr. Ingersoll's production is new, practical and controlled exclusively by him. The type, in consequence of the dove tails, are interchangeable, giving this stamp a much greater utility than stamps with fixed rubber type. Better arrange to handle these goods if you have not done so already.

THE RAILWAY CLERK'S DEPARTMENT

Box 526.

—CONDUCTED BY—
GEORGE A. ROUND,

Concord, Mass.

A national organization of the railway clerks is bound to come in the near future; all the indications point in that direction. During the past month the editor has received letters from Chicago, Baltimore, North Carolina, Milwaukee, Cairo, Ill., and Binghamton, N. Y., all making inquiries as to the formation of local organizations, and in most of these localities, no doubt we will have to soon chronicle the organization of railway clerks' associations. Meanwhile those recently formed are already on the high road to success and with so many strong local societies, a national organization will be easily effected. We shall be glad to hear from the clerks all over the country, and any information that he is able to give will be most cordially furnished by the editor of this department.

G. A. R.

Some two months ago, the editor sent out to prominent railway clerks and others the following query: "What, in your opinion, are the necessary educational qualifications to become a successful railroad man?" Many answers have been received and from them we have selected the following: B. H. Bacon, president of the New England Railway Agents' Association, says:

"In reply to yours of the 7th, asking, in my opinion, what the best educational qualifications are to fit one for railroad business, I would say that if he wishes to reach a high position in this occupation I should first of all recommend a commercial course, which is beneficial in all business, and then a thorough course of mechanical engineering at a school of technology. These with practical experience I believe would accomplish this end."

Raymond Coon, the president of the Boston Railroad Clerks' Association replies to the question in the following manner:

"Your question 'What are the best educational qualifications to fit a man for railroad business,' is rather a hard one to answer as one cannot tell where to draw the line. I should say that a high school education is the best, as there are but few instances where a collegiate course or any of the higher studies would avail a man much in the business; certainly not enough to compensate him for the time spent in these studies. The best time in a man's life to commence railroading is between seventeen and twenty, just about the time he would enter college. There are, of course, exceptions to the above where special studies would be of advantage, but I am speaking for the general railroad business.

Brother W. G. Staley, clerk of Trojan lodge of Albany, covers the question in a full and comprehensive way; these are his ideas:

"Railroad business in its various branches calls into use widely different qualifications, greater in number than any other line of business yet developed, and the most successful men are those whose pedagogue has been experience. No matter what educational advantages a man may have enjoyed, actual experience

is necessary to a perfect application of theoretical knowledge. Considering that only one in thousands is permitted to hold the positions that call for a scientific education, I will confine my attention to the qualifications necessary for the multitude whose duty it is to perform the vast amount of detail work connected with the transportation department, those who are designated as railroad clerks. The best school in which to educate a young man for filling the clerkships in our local and general offices is a local freight office. Let a youth with a fair or good common school education who is apt in figures come into one of our local freight offices and study well every subject brought to his attention and master details, and he soon will learn to make profitable use of his knowledge and will from day to day become more proficient therein; and furthermore, he will soon begin to pick up a necessary knowledge, such as the public school or the business college does not impart, the knowledge of freight way billing and accounting, which is a highly important knowledge for most any position on the railroad staff. Besides this he will gain a geographical knowledge of cities and towns which cannot be obtained from any other source, and which is indispensable. He will learn also the best methods for handling individual cars and trains and will, as a telegraph operator, learn the science of moving trains. Many of our superintendents commenced service in a local freight office, and at the key learned much that was properly applied and led them step by step into places of distinction. While superintendents, traffic managers and presidents have come from the ranks of train men, there are many who have risen from a position in a local freight office."

Secretary Wilcombé of the Boston Railroad Clerks' Association answers as follows:

"So far as observation enables me to express an opinion, no special educational qualifications are needed to enter this business, except in its legal and engineering departments. Of course, in the first named, a law course is required, while in the engineer's office a technical education is indispensable to high attainment, and it is also very valuable in connection with drafting in the machinery department. In any other line of work, I believe the best education a man can have is that of experience. The rule of the day is to commence railroading in the lower positions and work up as one's knowledge of the business increases. He gets his education in the office, in the shop or on the road. We cannot say that any amount of schooling is lost upon a man, yet if he has for example, taken a course in a commercial college, and then enters the accounting or treasury departments of a railroad, he will find it necessary to make a general revision of the methods taught him in order to adopt himself to the railroad system; in fact, I think he would have little or no advantage over a clerk in the office who had been learning the system in daily use. On the trains or track, at stations or in the shops it is well known that positions of responsibility cannot be had without practical experience, whatever the educational advantages an applicant may possess. The conclusion I reach is that a man is qualified to enter the railroad business, at the customary points of entrance, if he can speak and write well and intelligently. This ability he should have, if he would be worth much to the company, however unimportant a place he may take.

Shorthand, type-writing and telegraphy may also be mentioned as having, in very many cases, proved stepping stones to advancement, and being educational accomplishments of much value." Several other excellent answers have been received but we are obliged to defer printing until some future date. An interchange of ideas upon a practical topic of this kind cannot fail to be of benefit to all concerned, and the editor hopes to hear from railroad clerks in all parts of the country on these vital questions.

THE CLERKS OF BOSTON.

The meeting of the Boston association on May 5 was a specially noteworthy one, and an evening of fun was enjoyed by all present. The feature arranged by the executive committee was a "mock trial" and it was well carried out, the hits and grotesque exaggeration of a modern court room affording much mirth. The case presented for trial was a complicated one as follows:

THE CASE.

Ezekial Ichabod Puddingstone, the plaintiff, takes the London, Boston & Sandwich Island Short Line Railway at Pumpkinville, county of Wayback, for Boston to visit his cousin, Almiry Hutchins. While waiting for his train in the station at P., he makes himself so much of a nuisance by stepping on poodle's tail, bumping against people, playing with monkey, etc., that the agent, McGinty, puts him out. While standing on the platform, the baggage, master Knockemdown, runs against him with a truck, which demoralizes Puddingstone for the time. When the train comes along he attempts to stop it by pulling on a platform rail. Finally in getting aboard he is impertinently accosted by the brakeman, Jefferson Davis Duzenberry, who follows him inside and gives him a loose seat which gives way under Puddingstone, letting his heels fly up and hit the passenger in front of him, who promptly turns around and resents it. The newsboy, Frank Blunderbuss Razzledazzle, coming along gets into a fracas with him, and being worsted lays plans for revenge. The conductor has difficulty in getting fare or ticket. The newsboy entices him outside where he receives the contents of the hose used for filling the tender. The fireman invites him to a seat on the rear end of the tender where he is filled full of cinders, smoke and coal dust, and thoroughly chilled. Going back to his car he is ordered out by the conductor on account of his appearance and into the smoking car. His bag which he then secures has been rifled of its contents and others substituted therefor. A gambler uses him up with three card monte, and finally on arriving at Boston he is placed in a carriage for the insane asylum; getting out of which with some expense he is lodged in a station house, where he is ultimately released by his cousin. Suit is brought for sum \$12,000 account of insult, injury, etc.

The trial of the case was conducted with due solemnity, although there was a disposition on the part of the court spectators to give way to occasional bursts of hilarity. After the examination and cross-examination of witnesses, the weighty arguments of opposing counsel, and the "summing up," the judge rendered the following verdict:

"For plaintiff: sixteen cents for laceration of feelings. Nothing for loss of confidence in humanity,

as he would have lost that sooner or later, and fully offset by gain in experience, caution, etc. \$8 for damage to wearing apparel, being probably quite as close the actual amount as \$45 claimed. Fifteen cents for articles in satchel, carpet bag, no allowance being made for the cider, which cannot be countenanced by this court. Nothing for expense of getting into and out of the insane asylum, as that appears to have been quite a suitable place for the plaintiff."

After the verdict had been read Attorney Short-enfat gave notice of a motion for a new trial, after which the court adjourned. The whole affair was well planned and successfully carried out.

At the meeting of May 19, the question brought up for debate was as follows:

"RESOLVED, that eastern roads are slower than western, in adopting improvements for economy and safety. The affirmative brought out the argument, that the vestibule car, the air brake and other improved equipment was first adopted by western railroads; in this connection was mentioned the roller journal bearings, the larger class of locomotives, signals, and other appliances. The negative was argued with good testimony in support of the eastern roads and their enterprise in adopting methods of progress and improvement. It was claimed that iron bridges, so common in New England, are scarce in the west, that the Pennsylvania railroad was the first to adopt the vestibule car in its improved form, that the adoption of petroleum oil in place of sperm whale, was started by a New England master mechanic; that the Westinghouse air signal, and other valuable inventions had been long in use on the New England roads. Both sides had warm supporters, and the vote on the merits of the question was a close one, resulting in a victory for the affirmative by a small majority.

The association is planning for the annual summer excursion, and it is thought quite probable that Lake Pleasant, a beautiful spot one hundred miles from Boston, on the Fitchburgh railroad, may be the place selected for the trip.

At the meeting of June 16, the association will adjourn for the summer according to the usual custom.

THE CLERKS OF ST. LOUIS.

Secretary Maroney of the Railroad Clerks' Association of St. Louis, has given us many interesting details, and the splendid start made by that association is more than sustained as the organization grows older. Following are some of the particulars given by brother Maroney:

"The Railway Clerks' Association of St. Louis has finally organized and is on its way to great success. We meet in our rooms in the People's Theatre building, Sixth and Walnut streets, every first and third Saturday of each month. Our constitution and by-laws are about the same as those of the Boston association. Our last meeting on May 17, was an unqualified success. We had a good attendance which was highly entertained by a quartette from Mound City council of the National Union composed of the following gentlemen: first tenor, Wm. F. Mayhew of Mo. Pac. Ry; first base, Thomas J. Wright of Wab. Ry.; second tenor, Waller Wright of Mo. Pac. Ry.; second bass, W. L. Girard, T. S. L. & K. C. Mr. Girard is a member of the association and the other gentlemen will probably be before our next meeting. The quartette's first number was

followed by an address by President Moore on "the dangers to be avoided and the needs of our association." Brother Moore was followed by the quartette in a selection which took the members by storm and was applauded to the echo. The fourth number of the programme was a recitation by Brother J. H. Mace, chief clerk of general freight office, St. Louis railway, entitled the "Criminality of Duelling," in which he recited the stirring incidences of the famous duel of Hamilton and Burr in a most graphic manner. Brother Mace has oratorical powers of a high order, and is an earnest worker in the cause. The rest of the evening was most enjoyably spent alternating between songs and impromptu speeches.

"We now have a membership of 108 and still a 'climbing.' We have nearly every chief clerk and cashier in the city. Among them are the following well-known gentlemen: W. S. Moore, cashier C. C. & St. L.; J. W. Ferguson, chief clerk Frisco Line, local; J. H. Mace, chief clerk Frisco Line, general; J. J. Collister, chief clerk T. St. L. & K. C., general; W. L. Girard, chief clerk T. St. L. & K. C., local; J. A. McMillan, chief clerk St. L. A. & T. H., general. We do not stop at chief clerk, but go right into the agent's hands as follows: F. L. Hosted, contracting agent, Santa Fe railway; Wm. Fitzgerald, Jr., contracting agent, Santa Fe railway; J. H. McClure, contracting agent, C. C. & St. L.; Jas. Geagan, special agent, St. L. Arkansas & Texas. The association has under consideration a scheme for permanent quarters which will be open at all times for the members with daily papers, magazines, chess and checker 'lay outs' and every possible inducement for getting the members acquainted. We will have a great deal of hard work to do, but the members are just the kind of material that prosper under hardship, and success is assured. Your predictions in the last number of the *THE STATION AGENT* is more of an historical fact than a prophetic decree. I mean the matter of a national association of railroad clerks. It will require lots of work but it will be sure of accomplishment if the active, brainy Boston men take hold of it. They ought to father it as they did the local affairs. To them is due the credit of our local association and may they long live and prosper."

THE BUFFALO CLERKS.

The Buffalo Clerk's Association with its efficient board of officers, and its enthusiastic and capable members is on the highway to success. The order of exercises at meetings is similar to that of the Boston Association as follows:

1. Meeting called to order. 2. Roll call. 3. Minutes of last meeting. 4. Applications for membership. 5. Reports of Committees. 6. Unfinished business. 7. New business. 8. Report of treasurer (to time of report). 9. Any members out of employment. 10. Entertainment. 11. Adjournment.

The association has not yet adopted any sick benefit or insurance plans but the former is being talked of among the members now, and before long will undoubtedly be brought before the association. It will not, however, be likely to institute such a plan until it has permanent quarters and all its furniture and fixtures paid for. The question of raising the dues to \$6.00 per annum will be put before the association at the meeting June 3. The present dues of \$2.00 are inadequate. The secretary writes:

"I think I voice the sentiment of the association in saying that we are in favor of the formation of a national organization provided there is no 'Labor Union' mixed up in it."

The following appointments have been made in May: M. J. Bern, commercial agent, Wabash railroad, transferred to same position, headquarters St. Louis. Jno. J. Mossman, contracting agent, Wabash railway, promoted to acting commercial agent here. W. N. Price, contracting agent N. Y. C. & St. L. railroad, to be contracting agent, Wabash railroad at Buffalo.

A report from the Buffalo society under date of May 15 gives the following interesting facts: Total membership 222, all but 31 being paid up members. The treasurers report shows \$37.41 on hand. At the meeting of May 20, the annual dues was to be considered. The association has invested about \$500 in the furnishing of its rooms and expect next year to have still larger and better

quarters. There is to be a special entertainment in June, and a grand moonlight excursion in July.

THE CLERKS OF ALBANY AND TROY.

The clerks of these two cities, which are great railroad centres, are wide awake to any question affecting their interests, and the outlook for a strong organization in that locality is good. Trojan lodge has many capable members, and there are scores of others who should join this or some kindred organization. An organization on the same line as the Boston, Detroit, St. Louis and Buffalo clerks cannot fail to be of benefit to members, and we hope to see an association of railroad clerks at Albany before many weeks. A special meeting of the clerks in the vicinity of Troy and Albany was held on May 22, and considerable enthusiasm was manifested. Interesting remarks were made and the meeting was productive of good



GEO. K. SMITH,
Ticket Agent, B. & O. R'y, Columbus, O.

feeling, and a desire to further the interests of the clerks in every way. Brother Staley of the Trojan lodge is a worker and will do all he can to further the organization of the clerks in his vicinity. The following interesting items of interest have been received from Albany:

H. C. Williamson, formerly with the N. Y. C. & H. R. R. R. at Adams St., Troy, and afterward at Green Island has been appointed freight agent at Cohoes.

John B. Brownell of the freight auditing department of the D. & H. C. Co., attended the meeting of auditors at Louisville in May.

Harry Hatton of the general passenger agents, office D. & H. C. Co., has been appointed traveling passenger with headquarters at Scranton, Pa.

The D. & H. C. Co. is having built at the corner of North Pearl and Steuben Sts., Albany, N. Y., a building for general offices. When completed it will be one of the handsomest and most commodious structures for that purpose in the state outside of New York City. It is to be built after the style of metropolitan office buildings and will be very substantial and virtually fire-proof. The dimensions are width 44 feet, depth 135 feet, and six stories high, and the cost is in the neighborhood of \$125,000. The officers who will occupy the building are second vice-president, general passenger and ticket agent, general freight agent, comptroller and purchasing agent, superintendent of machinery, superintendent of Nor. R. R. department and assistants, chief engineer, pay master and car account.

THE DETROIT CLERKS.

The association in Detroit is in a most prosperous condition, and its members are to be congratulated. A short entertainment was given at the first meeting in May, the programme including banjo and guitar selections and several selections most ably rendered. Then there was also an interesting debate on the following question: "Is car service beneficial," and the vote at the close was in favor of the negative. The rooms of the association present a very attractive appearance; a billiard table has been added and the furnishing of the rooms completed. At the May meeting twenty new members were admitted and there were fifteen applications to be acted upon at the next meeting. The membership will soon reach 200, which is a very good showing. Secretary J. F. Kellogg will act as the authorized agent for THE STATION AGENT in Detroit and vicinity and subscriptions and news items can be handed to him.

THE KANSAS CITY CLERKS.

The association in this city has every element of success in its make-up, and we predict that it will be one of the most successful organizations of its kind in the country. The clerks of Kansas City are progressive and full of energy. A communication giving details of their organization, and some account of their progress has been expected by the editor, but up to this writing it has not been received and we are obliged to again defer speaking of this successful society in detail, until our next issue. W. C. Burton, care of Atchison, Topeka & Santa Fe railroad, is the authorized agent of our magazine in Kansas City.

CARIO CLERKS ORGANIZING.

EDITOR THE STATION AGENT:

May 17 I issued, on behalf of my fellow clerks, the following circular to our fellow clerks in Cairo, and in response received answers from some seventy or eighty of them favoring the organization. We meet Saturday evening, May 31, for permanent organization, and I feel somewhat proud of my exertions in the matter. I had some few obstacles, but they were easily overcome, and everything is now in nice shape. I only hope that at no distant day we will all be able to perfect a "National Association," and will do all in my power to render my brother clerks in other cities all assistance that is necessary to perfect such. Will give you more information after our first meeting.

Yours truly,

Birds Point, Mo.

E. H. BASSETT,

The circular is as follows:

BIRDS POINT, Mo., May 17, 1890.

Mr.

Dear Sir—All of the different branches of the railway service throughout the country are organized into some sort of mutual improvement or protective association except the railway clerks. The Railway Station Agents and International Association of Ticket Agents, as well as many others, have been organized in the past few years and have met with the hearty approval of all the railway officials in general, and we have every reason to believe that we should make an effort to cooperate with the associations of Boston, Mass., Detroit, Mich., Troy, N. Y., Buffalo, N. Y., Kansas City, Mo., and the St. Louis Clerks' Associations which have been organized and are prospering. We would like to hear from each and every one on this subject, and after hearing from you all we can make an effort to call a meeting and organize.

Yours truly,

E. H. BASSETT,
For Cotton Belt Clerks.

Insure Your Bank Account.

No property requires better insurance, than the money you have earned.

The U. S. Check Punch gives the best and cheapest protection.



In United Security of Ink and Puncture.

PRICE . . . \$10 00.

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THE U. S. CHECK PUNCH CO.,

45, 47-49 Sheriff Street, Cleveland, O,

Good agents wanted everywhere.

Station agents particularly are invited to co-respond with us in reference to securing exclusively territory. Liberal terms and big returns to live men.

List of Members of the International Association of Ticket Agents.

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Albert J W	" "	Union Sta	Chattahoochee R Fla	Frost C M	" "	A G S	Attalla Ala
Allen J E	" "	F C & P	Olustee Fla	Frazier Jno S	" "	S O & G	Ocala Fla
Alexander G W B	A. Tkt. Agt.	Wabash	Keokuk Ia	Fosnocht Grant	" "	W & N	Birdsboro Pa
Adair Alfred J	Pass Agt.	C & Alt	St Louis Mo	Gladding C D	" "	B & M	Philadelphia Pa
Aiken James	Tkt. Agt.	P & W	Allegheny Pa	Green C A	" "	J T & K W	Jacksonville Fla
Amsden Frank J	" "	West Shore	Rochester N Y	Graff Jacob V	" "	Chat Lake	Jamestown N. Y.
Almquist A	" "	G R & I	Grand Rapids Mich	Gunn F L	" "	N Y & N E	Springfield Mass
Appleby R L	" Clk.	P W & B	Wilmington Del	Gibson Chas L	A. T. A.	Union Sta	Cleveland O
Allen A T	" Agt.	T & P	Bunkie La	Gordon M	P. & T. A.	Penna	Bellaire O
Alworth F C	" "	Fla South	Ocala Fla	Groenendyke S	Tkt Agt.	A T & S F	San Antonio N M
Allen H C	P. & T. A.	N Y C & St L	Eric Pa	Gates S J	D. P. & T. A.	L E & S L	Louisville Ky
Anderson T J	Pass Agt.	B & O	Norfolk Va	Gaskill C J	Tkt Agt.	C & G T	South Bend Ind
Aldorf W C	Tkt Agt.	B & O	Utica O	Gunnip Geo T	Pass Agt.	A T & S F	Cincinnati O
Annan O A	" "	B & O	Clarksburg W V	Gaul M E	" "	L S & M S	Cleveland O
Bleckley E E	P. & T. A.	Mo Pac	Wichita Kan	Gehm H V	A. T. A.	C C C & S L	St Louis Mo
Brown Wm	Tkt Agt.	Union Sta	Cincinnati O	Gehm H J	Tkt Agt.	C C C & S L	Shelbyville Ill
Burritt N A	" "	D & H C	Edwards N Y	Gates D N	" "	C M & S P	Albert Lea Minn
Beerbower C S	" "	F C & P	Jacksonville Fla	Grice C L	" "	Bur Route	St Louis Mo
Burr Geo S	" "	St L & S F	Neodesha Kas	Gish H P	" "	I B & W	Pittsboro Ind
Brown Thomas A	" "	A & P	Flagstaff Ariz	Getty Jno F	" "	W V Cen	Westernport Md
Brewer W M	A. Tkt. Agt.	Union Sta	Corsicana Tex	Holvestott C K	" "	N Y L E & W	Richwood O
Burke T C	Tkt. Agt.	B & O	Wheeling W Va	Hall James M	" "	C & N W	Mt Vernon Ia
Bonar W M	" "	Mo Pac	Eureka Kan	Hopkins W H	" "	F C & P	Ocala Fla
Bliss R C	" "	N Y L E & W	Cincinnati O	Hill C F	" "	F C & P	Citra Fla
Blanton M N	" "	F C & P	Hampton Fla	Hills A L	" "	B & A & N L N	Palmer Mass
Beal S O	" "	R & D	Atlanta Ga	Haase R C	" "	B & O	Bellaire O
Buskirk F W	C. P. A.	Penna Line	Cincinnati O	Hough U S G	Trav P. Agt.	C R I & P	St Louis Mo
Baker Jr C A	Tkt Agt.	L & N	St Louis Mo	Hedenberg J M	Tkt Agt.	Phila & Read	Milton Pa
Ballard F J	" "	J T & K W	St Augustine Fla	Holabird H C	D. P. A.	N Y L E & W	Cincinnati O
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Bowles Hugh G	" "	C & O and K C	Maysville Ky	Hunter H M	" "	N Y C & H R	New York N Y
Bates Charles D	" "	Mich Cent	Au Sable Mich	Hartman G J	" "	A T & S F	Newton Kan
Brown Jas D	C. T. A.	L S & M S	Cleveland O	Hunter G D	" "	I & G N	Taylor Tex
Burgan H M	Tkt Agt.	West Md	Baltimore Md	Hawley P J	" "	C M & S T P	Lanesboro Minn
Brayton P B	P. & T. A.	N Y C & H R	Syracuse NY	Hamaker Wm H W	A. T. A.	P & R	Reading Pa
Briggs J L	Tkt Agt.	S L & S F	Joplin Mo	Hawkins J S	Tkt Agt.	Mich Cent	Grand Rapids Mich
Blod E N	" "	N Y C & H R	Buffalo NY	Hooper S K	G. P. & T. A.	D & R G	Denver Col
Brown H W	" "	P C & S L	Cincinnati O	Harrison G W	G. Traf A.	W Va Cent	Piedmont W Va
Butler Jno A	" "	C & O	Ashland Ky	Hazen G T	Tkt Agt.	Cent Vt	Windsor Vt
Baines J A	" "	N Y C & H R	New York City	Howser C L	A. T. A.	B & O	Washington DC
Brown F J	" "	O I & W	Troy O	Hardman C M	Tkt Agt.	Erie	Osborne O
Baughman B B	" "	W & L E	Dalton O	Hunt A S	" "	C H & D	Troy O
Beck W F Jr	A. T. A.	Ills Cent	Iowa Falls Ia	Hughes J D	" "	N & W	Burkeville Va
Boeckh J	Tkt Agt.	C M & S P	Lansing Ia	Hollenbeck J G	" "	I D & W	Indianapolis Ind
Benson Chas C	" "	Me Cent	Lewiston Me	Hunter James	" "	C B & Q	Des Moines Ia
Bowes R L	" "	C M & S P	Montevideo Minn	Hendrickson C F	A. T. A.	C C C & S L	Cincinnati O
Blackburn G C	" "	Q & C	Cincinnati O	Hood E	" "	M & N G	Jasper Ga
Comfort F M	P. & T. A.	Q & C	Vicksburg Miss	Howes Wm	" "	B & M	Wakefield Mass
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Carrel M G	Tkt Agt.	Union Sta	Cleveland O	Harris George L	" "	St P M & M	Warren Minn
Collins Wm J	" "	Q & C	New Orleans La	Howser F T	" "	B & O	Washington DC
Colvin H J	Pass Agt.	Can Pac	Boston Mass	Hughes Sam'l A	" "	S L & S F	St Louis Mo
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Clark Jno A	Tkt Agt.	South Fla	Orlando Fla	Jones C G	D. P. A.	O & M	Vincennes Ind
Colliver D J	" "	C C C & S L	Cleveland O	Jolly F M	D. P. A.	E T V & G	Jacksonville Fla
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Coder J Fred	" "	P & R	Williamsport Pa	Jones Wm A	Tkt Agt.	Fla Sou	Ocala Fla
Carrick B S	" "	C & Alt	Louisiana Mo	Jordan W S	T. P. A.	C C C & S L	Indianapolis Ind
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Clark F D	Tkt Agt.	F & P M	Midland Mich	Jacobs W C	A. T. A.	Termin'l Ry Co	St Louis Mo
Campbell T D	" "	Nor Pac	Cleveland O	Jolley J W	Tkt Agt.	J T & K W	Rochelle Fla
Carpenter G C	Tkt Agt.	L S & M S	Bellevue O	Jones E A	" "	Ia Cent	Oskaloosa Ia
Cumler J H	" "	Nor Cent	Halifax Pa	Jessup W E	" "	So Pac Co	El Paso Tex
Connor F W	" "	Ill Cent	Hyde Park Ills	Jackman Chas M	" "	Mo Pac	Andale Kan
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Caldwell B D	A. G. P. A.	Mo Pac	St Louis Mo	Kelley E D	" "	Scio Val	Waverly O
Craig J N	Tkt Agt.	J T & K W	Hawthorne Fla	Keeney F F	" "	Penna	Pittsburg Pa
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Dye I K	Tkt Agt.	B R & P	Punxsutawney Pa	Knight G H	Tkt Agt.	C C C & S L	Springfield O
Duneth D C	" "	Ill Cent	Springfield Ill	Kelleher Jerry M	" "	B & M	Westville Mass
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Dozier Jno	" "	F C & P	Ocala Fla	Laidlaw Geo	" "	J T & K W	Orange City Fla
Dickerson M F Jr	" "	D L & W	Newark N J	Lihou Henry	" "	Union Depot	St Louis Mo
Draper W C	" "	B & O S W	Portsmouth O	Lafferty J H	" "	B & O	Deshler O
Dowell C A	" "	C Ry of Ga	Savannah Ga	Leek Herbert D	" "	Relay Depot	E St Louis Ill
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Ford B F	Tkt Agt.	L S & M S	Hillsdale Mich	Lutzenberger L P	" "	Union Depot	Dayton O
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Freshour H C	" "	Sci Valley	Ashland Ky	McDearmon J H	" "	M & O	Humboldt Tenn
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Falvey P J	" "	C B & Q	Chicago Ill	Murdock R H	Tkt Agt.	Penn	Corry Pa

NAME.	OCCUPA- TION.	ROAD.	ADDRESS.	NAME.	OCCUPA- TION.	ROAD.	ADDRESS.
McGrillis Mark A	"	Penn	Philadelphia Pa	Stoll John H	"	Penna	Mount Joy Pa
Miller Jno A	"	CCC & St L	La Fayette Ind	Shaw W M	T P A	CB & Q	Cincinnati O
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Maize H D	Tkt Agt	Erie Ry	Springfield O	Thompson E W	Pass Agt	C R I & P	Boston Mass
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McGrew S S C	"	P & W R'y	Cuyahoga Falls O	Tate Wm	"	C & N W	State Center Ia
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Miner C E	G T P A	Mex Cent	St Louis Mo	Twachtman L C	"	O & M	St Louis Mo
Martin John R	Tkt Agt	N & W	Farmville Va	Trusdell M H	"	B C K & W	Albert Lea Minn
Magoo E D	"	C & W M - GR & I	Muskegon Mich	Thompson A E	"	D & C S N Co	Cleveland O
Morgau Wm A	"	C & N W	Lake Forest Ill	Tisher S A	"	C I & D	Iowa Falls Ia
Mathews A J	"	N Y C & H R	White Plains N Y	Towles C H	A T A	B & O	Clarksburg W Va
Miller J L	P & T A	CCC & St L	Dayton O	Torbert R P	A T A	Penna	Washington D C
Morley Thos	Tkt Agt	C & N W	Chicago Ill	Talmadge Geo F	T A	C M & St P	Hastings Minn
Murdoch T A	"	Penna	Milton Pa	Teas W S	"	L & N	DeFuniac Sp'g's Fla
Marsh James N	T A	CCC & St L	Columbus Ind	Triay A T	"	J T & K W	Palatka Fla
Montgomery J A	"	B & W	Brunswick Ga	Upson W P	"	N Y L E & W	Lockport N Y
Murray Green V	"	L & N	Cambellsville Ky	Venemann T W	"	Union Office	Evansville Ind
Milner Joseph	"	B & M	Denver Colo	Vanleer Jno F	"	Penn R R	Philadelphia Pa
Nelson Jno S	"	A T & S F	Hot Springs N M	Vankuren L S	"	A T & S F	Baldwin Kan
Newell P J	"	Com River	Williamansett Mass	Van Allen W E	"	J T & K W	Palatka Fla
Neer N J	"	O & M	Springfield Ill	Van Ostrand E T	"	C J & M	Allegan Mich
Noelke D J	"	N Y W S & B	New York N Y	Van Campen C	"	C & N W	Rochester Minn
Odell O H	"	C H & D	Ottawa O	Van Horne W H	"	P & R	Philadelphia Pa
Ogden Geo D	"	Penna	Homer Pa	Wallace S H	"	Penna	Philadelphia Pa
Oberg Chas	G A P D	C & Alton	New York N Y	Wallace DeLance	"	C R I & P	Colby Kan
Oden C C	T A	Union Dep.	Dallas Tex	Wright R W	Editor	Station Agent	Cleveland O
O'Brien J A	"	C S P M & O	Augusta Wis	Wood C V	T A	P & L R	Pittsburg Pa
Pingree W H	"	B C & M	Pierce's Bridge N H	White J L	"	B A A	Boston Mass
Peck C W	"	F C & P	Jacksonville Fla	Wetherbee W S	"	N Y N H & H	Middletown Conn
Partridge B W	"	F C & P	Monticello Fla	Waters M B	G P A	P I Strs	Albany N Y
Pravitz T R	"	St P M & M	St Paul Minn	Welch David N	T A	Wis Cent	Glidden Wis
Parkhill G A	"	S F & W	Jacksonville Fla	Walker R	U T A	J T K & W S F	Sanford Fla
Pagel George H	"	Union Sta.	Chillicothe O	Witman John F	T A	Phila & Read	Reading Pa
Penniman F E	A T A	B & A	Worcester Mass	Winn M E	"	C S P & K C	Sumner Ia
Peterson H V	"	B C R & N	Luverne Minn	Williams John L	"	M K & T	St Louis Mo
Pendanis Geo W	"	J T & K W	Enterprise Fla	Wintersmith C G	"	L & N	Elizabethtown Ky
Parrish W H	"	P C & S L	Newark O	White J R	"	F C & P	Citra Fla
Patton Wood	"	C H & D	Dayton O	Wilgns J	"	Ill Cent	Ashley Ill
Perry A D	T P A	C & A	Indianapolis Ind	Walz J V	"	Union Sta	Evansville Ind
Pillsbury J W	T A	B & O S W	Cincinnati O	Whitford J M	"	T St L & K C	Edwardsville Ill
Peyton John A	T P A	K & O	Charleston W Va	West C E	"	C & O	Guyandotte W Va
Peebles J H	T A	N C & S L - W & A	Chattanooga Tenn	Westlake H B	"	C R I & P	Menlo Ia
Palmer S H	"	Mich Cent	St Thomas Ont	Wight C A	"	B & M	Newmarket N H
Price J P A	"	P W & B	Philadelphia Pa	Wheat D M	"	3 C & St L	Sheldon Ills
Parry H	"	N Y C & H R	Buffalo N Y	Wemple L C	A T A	C St P & K C	Sumner Ia
Pitcher Edward W	A	B & M	Denver Colo	Wilson S A	T A	S L & S F	Marshfield Mo
Parke D E	A	B & O	Piedmont W V	William Leander	"	Penna	Orange N J
Quinker A B	"	E T V & Ga	Macon Ga	Woody A L	"	N & W	Crewe Va
Quintance Marion F	"	G R & I	Petosey Mich	Whited Elias H	"	L S & M S	Chicago Ill
Rice W F	"	F C & P	Arredondo Fla	Wagenhurst O K	"	P & R	Birdsboro Pa
Rykert Gilbert M	"	L S & M S	Westfield N Y	Walker J A	"	Nor Pac	Brainard Minn
Rutherford C A	"	C R I & P	Wichita Kan	Walker H C	"	Cumb & Penna	Piedmont W Va
Rowe D S	"	N Y L E & W	Corry Pa	Young C B	"	W J & C & A	Atlantic City
Robbins N Jr	"	G T Co	Grand Haven Mich	Zent J M	"	Wabash	Auburn Ind
Ruddick J L	"	A T & S F	Ellinwood Kan				
Rugg F M	A T A	L & N	St Louis Mo				
Rincerson W C	A G P A	N Y L E & W	Cleveland O				
Reed Grant	A T A	T A A & N M	Dundee Mich				
Robbins J A	T A	Dearborn Sta	Chicago Ill				
Rodes I T	"	N C & St L	Payetteville Tenn				
Reed J A S	G Trav A	U P Ry	Chicago Ill				
Rouse C S	T A	St L & S F	Stoutland Mo				
Rowley H W	"	Ill Cent	Chicago Ill				
Ramsey Elwood	T A	P & R	Chestnut Hill Pa				
Rossman A C	"	W Md	Chambersburg Pa				
Rodiman W S	"	Conn R - B & M	Northampton Mass				
Ruth J S	A T A	Penna	Birdsboro Pa				
Schroeder F E	A T A	Union Sta	Cleveland O				
Stephens Jas E	T A	S F & W	Ocklocknee Ga				
Stapleton Jno G	"	J T & K W	Lady Lake Fla				
Simmons A J	Pass Agent	B & O	Boston Mass				
Spencer L E	T A	J T & K W	Deland Fla				
Swift S T	"	Q & C	Lexington Ky				
Strait B B	"	Orange Belt	Sanford Fla				
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Smith Robert M	"	Hot Springs	Hot Springs Ark				
Snow F O	"	B & M	North Berwick Me				
South E E	"	CCC & St L	Terre Haute Ind				
Seal M R	"	B Z & C	Bellaire O				
Shaw A M	T & P A	Penna	Birdsboro Pa				
Smith T T	T A	C M & S P	Lennox S Da				
Spurrier R E	"	Union Sta	Garrison Mont				
Stevenson R G	"	C H & D	Cincinnati O				
Smith Floyd L	D P A & T A	O & N W	Portsmouth O				
Swift Ed	Sol'c P A	Wabash	Cincinnati O				
Smith R T	T A	B & O	New York N Y				
Smith W	A T A	T & P	Dallas Tex				
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Smith Geo K	C T A	B & O - C & C M	Columbus O				
Strader S M	T A	O & M	Madison Ind				
Sefton Geo M	"	Big Four	Charleston Ill				
Seely W E	A T A	C B & Q	Aurora Ill				
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Shultz J L	"	T A A & N M	Vernon Mich				
Sims J M	"	O I & W	Veederburg Ind				
Steen F L	"	E & T H	Sullivan Ind				

The Michigan Central depot at Ypsilanti, Mich., is undergoing extensive repairs and will be one of the cosiest and neatest structures of its kind in the state.

W. L. Brown and A. E. Thompson have been appointed joint city passenger agents of the Nickel Plate road and the Detroit & Cleveland Steam Navigation Company at Cleveland. Mr. Brown has heretofore been the Nickel Plate city passenger agent and Mr. Thompson has been connected with the Detroit & Cleveland Steam Navigation Company.

Subscribe for THE STATION AGENT.

Every station agent uses rubber stamps, and W. H. Dietz, the well known rubber stamp dealer of Chicago, is just the party of whom they should order any goods in this line. His attractive advertisement in this issue is self-explanatory.

Some Novel Railroad Schemes.—"There is no limit to the odd and ingenious things in the railroad line," said Mr. Charles A. Newell, who makes his home in Chicago, and devotes most of his time to railroad construction in the west and northwest. "Not long ago I ran across a Michigan inventor who had a railroad bicycle which sat upon the track in the same manner that a door pulley runs upon a groove. With it he can make a mile in less than a minute on down grades. Its chief drawback is that when it meets a switch or a frog, both it and its rider rise up in the air and disappear."

PERSONALS.

David C. Roberts, general agent of the Louisville & Nashville at New Orleans, La., died May 17.

F. C. Sheppard has been appointed general agent of the Louisville & Nashville, at New Orleans. Vice, D. D. Roberts, deceased.

E. M. Wray has been appointed general agent of the Chicago, St. Paul & Kansas City, at St. Joseph, Mo. Vice C. R. Berry, promoted.

John F. McCarthy, division passenger agent of the Baltimore & Ohio, has been appointed general agent of the Wabash at San Francisco, Cal.

Frank G. Robbins, formerly southern traveling agent of the old Bee Line before its consolidation, has been appointed to the same position on the Big Four with headquarters at Louisville, Ky.

Charles R. Berry, who has been general agent of the Chicago, St. Paul & Kansas City road at St. Joseph, Mo., has been promoted to be assistant general freight agent of the road, with headquarters at St. Joseph.

C. A. Shanks, who has been appointed general agent of the Kansas City, Wyandotte & North-Western to succeed Mr. Charles W. Cook, resigned, has heretofore been general agent of that road at Beatrice, Neb.

C. A. Shanks, general agent of the Kansas City, Wyandotte & North-Western at Beatrice, Neb., is now general freight and passenger agent of the same road. Vice C. W. Cook, resigned. He is succeeded at Beatrice by C. H. O'Deor.

L. W. Buckmaster has been appointed city passenger and ticket agent of the Columbus, Hocking Valley & Toledo, with headquarters at Columbus, O. W. H. Fisher assumes the duties of general passenger agent of the same road June 1.

C. A. Tripp, who has been appointed general western freight and passenger agent of the Missouri Pacific with headquarters at Denver, Colo., to succeed Mr. P. J. Flynn, has heretofore been commercial agent of the road at Pueblo, Colo.

E. P. Davis, formerly connected with the inspection bureau of the Central Traffic association, has been appointed special agent of the interstate commerce commission, his duty being to discover and report violations of the law on the part of railroads and others.

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SOLE AGENTS.

MENTION THIS PAPER.

E. P. Wilson has resigned as general passenger agent of the Chicago & North-Western road to take effect June 1, on which date the general passenger and ticket departments will be consolidated, with Mr. W. A. Thrall as general passenger and ticket agent. Mr. Thrall has heretofore been in charge of the ticket department. It is understood that Mr. Wilson has accepted the presidency of the Evanston Electric Light Co.



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In March the average mileage per day for every Lake Shore freight car on the Lake Shore & Michigan Southern was thirty-seven miles. The result is attributed to "location statements," devised by Mr. W. H. Canniff, the assistant general superintendent, and which have been in force on the road for several months. By the use of these statements every agent on the line reports by car number each car at his station at a specified hour. The report describes the kind of car, the number of days loading and unloading and also the number of days empty and the cause of detention. The reports are sent to Cleveland by train mail. Another report shows cars in transit, so that combining the two it is said that on a half hour's notice the total number of any kind of cars, flat, box, line, coal or foreign, on the road can be given with substantial accuracy. From the summary made each morning and laid on the desk the assistant general superintendent movements can be regulated.

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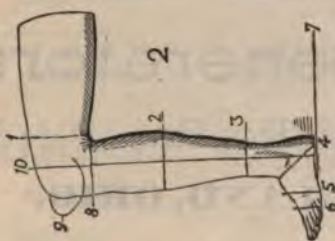
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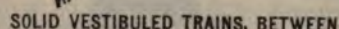
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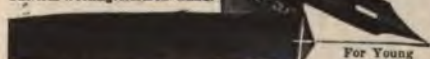
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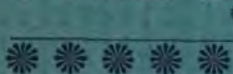
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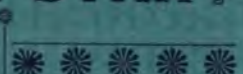
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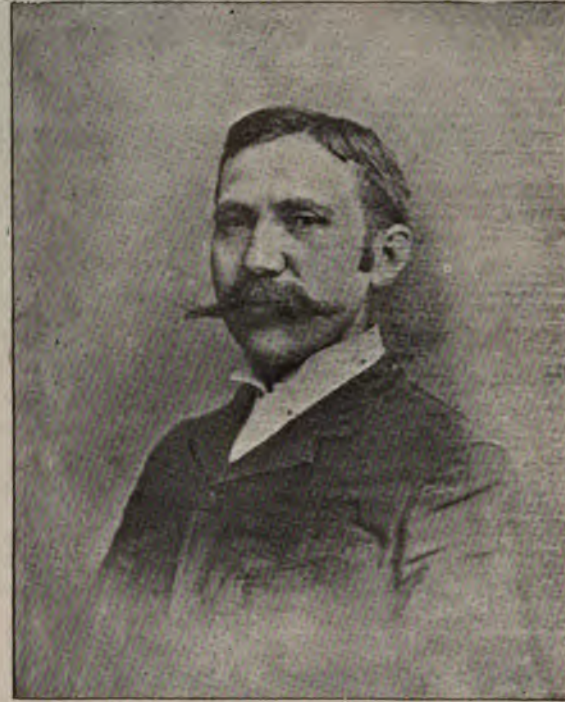
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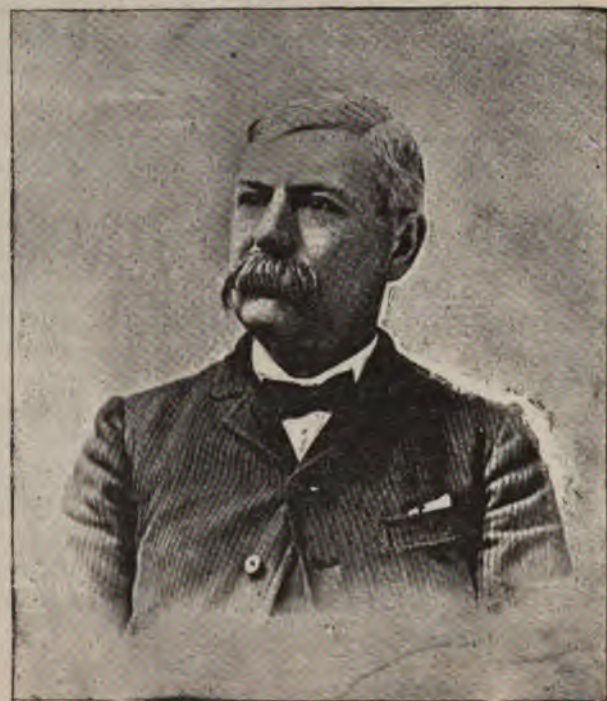
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THE LOCAL FREIGHT AGENTS' CONVENTION.

The third annual convention of the National Association of Local Freight Agents' Associations was held at Detroit, Mich., July 8, 9 and 10. The following delegates were in attendance:

Buffalo—E. B. D. Riley, R. B. Turner, L. Merritt, W. W. Perrine, W. S. Nevins, W. C. Colwell, G. R. Rathfon.

Detroit—W. McMillan, J. McLean, F. J. Hill, J. W. McKenney, R. McBride, P. Fitzpatrick, S. E. Martin, M. S. Dow, D. Keavey, S. Buchanan, W. H. Wagar, G. T. Tibeaud.

Chicago—I. L. Lockwood, J. E. Loomis, E. E. Loomis, Jno. Asher, F. C. Nicholas.

Fort Wayne—C. H. Newton, H. C. Moderwell, R. B. Rossington.

St. Louis—T. P. Adams, Jno. J. Baulch, J. G. Crevelling, W. L. Lee, S. Williams, R. N. Bothner, E. J. Linchey, E. Dunlop, Howard Stanton.

Cincinnati—Brent Arnold (by proxy).

Cleveland—A. R. Gibson, J. M. Booth, F. E. Dilley, C. A. Witzell.

After the reading of the minutes of the last meeting by the secretary, it was announced that the Detroit Local association had arranged for a trip around the city over the Belt Line to view the terminals and facilities for handling business, and meeting was adjourned until 8:00 P. M.

At the evening session the reports of the committees appointed at the last meeting on the following subjects were read:

1. The cost of transfer at various terminals. Mr. Adams, of St. Louis, chairman. The report was voluminous and was interesting and instructive to all.

2. On the delivery of carload freight on private sidings, the best methods of taking receipts for the same. Mr. Hill, of Detroit, chairman.

3. On the cost of handling merchandise package freight. Mr. Space, of St. Paul, chairman.

Several letters and telegrams were then read from different members expressing their regrets at not being able to attend.

A committee of three was appointed to revise the constitution and by-laws of the association, to report at the session on Wednesday.

The revision of the constitution was then informally discussed until the meeting adjourned.

At the Wednesday morning session the report of the committee on the constitution and by-laws was read. Mr. Turner, of Buffalo, chairman.

A committee was appointed to suggest some plan of working up the membership of the national association.

A resolution was passed declaring it was the sense of the national association that a uniform way-bill blank should be adopted, and that this be telegraphed to the Association of Accounting Officers then in session, with the recommendation that some action be taken by them without delay.

The Local Freight Agents' Association of Toledo was voted in as a member of the national association, and the secretary was instructed to invite them by wire to be present.

The secretary stated that the Buffalo, Detroit, Peoria and Toledo associations had come into the national association since the last meeting, a year before, and if the same progress in membership could be made for three or four years to come they would have a very strong organization which was bound to be a success.

A discussion was held in regard to original car numbers being inserted on way-bills in every place possible, and the following resolution was adopted:

Resolved, That each member will take the matter up and give the matter his best endeavor to have original point of shipment, including the state, also original and all ex-car numbers shown on way-bills, transfer billing and expense bills.

Mr. Scott Williams read a paper relative to the working and progress of the St. Louis Car Service association during the past year.

Mr. I. L. Lockwood read a few facts from a letter contained in the report of a meeting of the Chicago Car Service association.

It was voted that a committee be appointed to suggest topics to be discussed at the next annual meeting, this committee to report during the session.

The secretary was instructed to have 2,000 copies of the minutes of the meeting printed within the next two months.

A committee was appointed to take into consideration a uniform constitution and by-laws for local freight agents' associations, to report at next meeting.

The question as to the possibility of a uniform time for closing warehouses in the evening was discussed.

At the evening session the secretary read a telegram from the accounting officers, in session at Cape May, stating that the matter referred to them was receiving attention at their hands.

The question of having an honorary membership roll was thoroughly discussed and finally dropped.

The place selected for the next annual meeting was Philadelphia, Pa., the date to be the second Tuesday in June, 1891.

A committee of three was appointed to formulate a circular stating what are and what are not the objects of the National Association of Local Freight Agents' Associations, to be sent to any agent who might ask what a local association is for or what the national association is for.

At the Thursday afternoon session officers were elected as follows:

President—C. B. Rathfon, of Buffalo.

Vice-president—J. W. McKenney, of Detroit.

Secretary—John J. Baulch, of St. Louis.

Executive committee—J. G. Creveling, of St. Louis; Mr. Lockwood, of Chicago; Mr. Turner, of Buffalo; Mr. Hennessy, of Kansas City; Mr. Eyman, of Milwaukee.

The social features of the gathering were particularly enjoyable to everyone in attendance. Delightful trips were taken by steamer on the Detroit river, and Messrs. McMillan, Hill, McKenney and others, of the Detroit association, were indefatigable in their efforts to make the convention one long to be remembered, in which they succeeded admirably. The presence of a number of ladies added much to the pleasure of the occasion. The convention adjourned Thursday evening, July 10. In a subsequent issue we hope to be able to give some of the valuable papers presented to the convention.

DECREASING MILEAGE OF FREIGHT CARS.

Mr. W. G. Wattson, at the recent convention of the car accountants, read an interesting paper on the "Cause of the Constantly Decreasing Mileage of Freight Cars on Home Roads." We give below extracts from Mr. Wattson's paper:

Unless it can be shown that the performance of cars in former years was better than now, my subject is nothing more than an empty phrase, and yet the proof that the service of cars is constantly decreasing on home roads would seem to indicate that the methods employed in handling cars are not now as good as formerly. If this be true, it is indeed a sad commentary on the work of this association, organized fifteen years ago with the avowed purpose of improving car service in general. That it is true that the general average performance of freight cars is constantly decreasing there is scarcely a doubt, although there are no available statistics of a general character to prove the conclusion as an established fact. Alongside of this statement I place another statement, which will be accepted as equally true, but which also lacks statistical proof, and that is that on a majority of the railways the methods of handling cars, distribution, supervision at stations, records, train service, etc., have been greatly improved during the past ten years, but in spite of this fact the general average car performance has decreased. This leads to the position, although apparently paradoxical, that the efforts of your association to improve the administration of the car service office have been successful, but that the most important results, *i. e.*, increasing car movement, have not been accomplished.

In the year 1878 the White Line comprised 3,250 cars, the performance of which averaged 70 miles per day. In the same year the Union Line comprised 3,828 cars, and the average performance was 78.82 miles per car per day. At the present time the White Line comprises 13,000 cars, and the average mileage

is 29.9 miles per car. The Union Line now comprises 9,015 cars, and the average mileage is 36 miles per car per day. These are two of the principal fast freight lines operated over an extended area of country. The figures, therefore, may be taken as representative. The one fact to be noticed particularly is the increase of cars and the decrease of performance.

What, then, is the cause of the constantly decreasing mileage of freight cars? I answer at once, and without fear of successful contradiction, that the reason will be found in the fact that new cars are being built faster than new tonnage is developed, and consequently a decrease in car movements is inevitable. In the year 1888, according to "Poor's Manual," there were 70,423,000 tons of freight moved one mile by all the railways in the United States, and the number of freight cars owned by them was 1,005,116. At 15 tons per car the tonnage was moved with a car performance of 4,695 million miles. At 20 miles per car per day 1,005,116 cars would in one year run 7,337½ million miles, which, after moving the tonnage of 1888, left 2,642½ million miles, or about 36 per cent. to spare. Certainly an allowance of 36 per cent. of the empty movement is sufficient. We have it, therefore, that there can be no increase in the average car movement so long as the increase of equipment keeps pace with the growth of the traffic.

If there are sufficient cars for the legitimate wants of traffic, why are more being built? There can be but one explanation, and that will show that the freight car has become so great a factor in the competition for traffic that the number of available cars, instead of their performance, is the desideratum.

Railways have been so multiplied that nearly all traffic is competitive, and while the rate and time in transit are the controlling factors, neither can avail without the support of a full supply of the most improved kind of cars. I emphasize the words "of the most improved kind" because the 40,000 pound capacity car has not more than forced the 30,000 pound capacity car from through service than its own usefulness is threatened by the appearance of the 50,000 pound, and larger, capacity car. Not only this, but special cars are being built for different classes of traffic—for instance, furniture cars—(the larger the more favored by shippers) ostensibly intended especially for furniture, but which are an active factor in the competition for all bulky shipments of light weight, such as furniture, carriages, household goods, hay, baskets, empty crates, etc. Special horse and cattle cars, refrigerator cars, ventilated fruit cars are also playing well their parts as missionary agents for competitive traffic. A new road is opened and puts on a line of new cars, built after the most approved patterns, and begins to compete for business, and the old company must have cars equally as good or lose its traffic. When the crops are harvested an immense quantity of freight is at once offered for shipment, and the road which has the most cars generally secures the most tonnage. The great delay to the foreign car (the car away from home), both under load and empty, breeds a fictitious demand for more cars and they are built, when the real practicable need is more movement of the cars already built. Under these conditions the equipments of the railways are rapidly increasing, but the situation is aggravated by the great influx of cars belonging to private car companies and shippers of special commodities. Many of the former are turned loose to earn what mileage they can, and, being exceptionally good cars, have an advantage over many cars belonging to railways. The latter find their way into service by reason of the traffic that they bring to the line hauling them, and it is fast becoming the rule that every shipper of considerable traffic has his own cars. These cars do not

increase the aggregate tonnage, but decrease the service of the cars of the railways. Competitive passenger traffic has already reached the most expensive state—gilt-edged service with vestibuled cars or no business—and to the observing mind it must be plain that competition for freight traffic is fast tending in the same extravagant direction, and that feature which incites the overbuilding of freight cars is the principal factor.

There are, however, other minor causes influencing the overproduction of freight cars, and, consequently, the decreased general average performance, which are directly attributable to the car service office, and which should be of deep concern to the members of this convention. I refer to the general indifference with which the foreign car is treated, and also the requests of its owner for its return by car service officers. There appears to be a general disposition to devote almost the entire energy of our offices in following up our own cars away from home. Experience teaches us, too, that a good deal of this is wasted energy. The reason for this is not far to find. With our affections almost exclusively centered upon our own cars, it is with great reluctance that time is spared to return the tracer for the foreign car to the road sending it out. When we remember that our own car is the foreign car when it gets away from home, the effect of this principle in the service may be appreciated. It is well enough to talk about delays by reason of billing "to order," "overcrowded yards," etc., but the principal cause of delay to the foreign car is that car service officers are dividing their energies between nearly all the other railways in the country instead of concentrating it for the movement of cars on the home line. To illustrate this point I will state as a fact that the company which I represent has at the present time a number of cars located on one of the important lines since last February, notwithstanding our repeated efforts to get them home. The cars have been empty for at least two months. During this time we have received quite a number of the cars belonging to the railroads in question, and tracers have followed them thick and fast. It is a great mistake to allow cars to stand around loaded or empty unnecessarily, as the cost of the standing room and the retarding of traffic in transit far transcends the mileage consideration, to say nothing of the false demand for more cars which the practice creates.

Another cause of delay to the foreign car is the failure on the part of many car service officers to make the best of the facilities at hand, due apparently to the lack of push or proper appreciation of the situation. This fact, much to be regretted, was plainly evident yesterday when at the second session of a convention, called for the special purpose of considering methods for the improvement of car service, there were not sufficient members to form a quorum.

The mileage system of settlement for service of cars interchanged is also a fruitful cause for the building of new cars, and the consequent curtailment in the service of the old ones, as the preference given the new large capacity car by shippers and the lines on which traffic is originated so swells the mileage as to return a handsome rate of interest on the money invested irrespective of the earnings from the increased tonnage.

My postulate is that the constantly decreasing performance of freight cars is due to the constant overbuilding of cars, and that such condition has come about through the policy of the traffic departments in making the car a soliciting agent; also through the wrong methods employed by car service officers to reduce delay—that is, in being concerned about the movement of cars on other roads instead of every man looking strictly to his own line to see that delay is at the minimum

and movement at the maximum, and the foregoing is sufficient in support of it.

I cannot, however, close this article without throwing out an idea as to what this outraged car service question means in dollars and cents to the railway interests of the country. Placing the low water mark of acceptable service at 40 miles per car per day, there are, as a direct result of the evils depicted, 500,000 more cars than the legitimate wants of the railways require, looked at from a transportation standpoint. This represents needless investment of about \$250,000,000. Instead of a return upon this enormous investment, there is a farther outlay for maintenance of \$40 per car, amounting to \$20,000,000 per annum. The surplus cars must also have standing room, which means 3,310 miles of side tracks, representing an additional investment of about \$49,650,000. This side track must also be maintained, and another annual expenditure of about \$3,310,000 is involved. Altogether, a permanent investment of \$299,650,000, and an additional yearly expenditure of about \$23,310,000 is represented, to say nothing of the value of the money. But this is not all. More locomotives are required, and the whole operating service is influenced to assume greater proportions than would otherwise be necessary. The question, therefore, involves the consideration of an interest of vast magnitude, and its solution is to be had only through a complete change of practice in supplying and moving cars.

The improvement of car service is not, in its most important sense, a question of operating details, but one of administrative policy. What, therefore, will be the outcome? The tendency of the time is toward consolidation. Will the car service ever reach such proportions as to render the consolidation of individual equipments under independent co-operative companies for various geographical districts the only means of survival? Or, can such a move be forestalled by the determined and united efforts of this association to reduce the detention of the foreign car on the "home road," both under load and empty?

RAPID HANDLING OF FREIGHT IN ENGLAND.

Celerity in goods traffic seems to have been a special feature of English railway management from the very first. Speaking broadly, it may be said that the whole English goods traffic is nowadays organized on this basis—that the railway receives the goods from the consignor the last thing at night and hands them over to the consignee the first thing next morning. A Manchester warehouseman, for example, goes on 'Change in the middle of the day and sells gray shirtings for the China market. When the day's business is over, at 6 o'clock or thereabouts, his own or his agent's carrier delivers the goods to the station, or it may be that the company calls and fetches them. By 7 o'clock the cotton is at the station. By 8 o'clock it has been loaded onto the railway trucks. It starts at once on its journey, and, reaching London, which is five miles further from Manchester than Paris is from Calais, between 5 and 6 next morning, is unloaded with the same celerity, and the dray is at the ship's side in the docks before the London agent has reached his office to open the letters giving notice of his consignment. Or, to reverse the process, the Bradford woolen manufacturer attends the London wool sales, buys Cape or Australian wool and then goes home to bed. At 7:15 next morning the wool reaches Bradford, and after breakfast he can set his hands to work to unpack the bales. It might be thought that speed such as this was fast enough for anything, but that is not the case by any means. The warehouseman does not want his goods till 8 or 9 o'clock, but the Smithfield market is open to receive meat at 1 A. M., while Billingsgate is ready for

its fish at 5. Accordingly, fast as the ordinary goods traffic is carried, the market traffic, as it is called, goes much faster yet. Danish butter which left Newcastle at 4 P. M., fish which was not dispatched from Hull till 7, are unloaded alongside at Broad street at 2:15 on the following morning. Two hours later Broad street sees a yet more remarkable train—to the best of the present writer's belief, the most remarkable goods train in the world—the "Scotch fish and meat." This train leaves Carlisle at 8:51 P. M., two minutes after the "limited" and half an hour in front of the "special mail," and this position between two fast expresses is maintained hour after hour all the way to Willesden, till, finally, it reaches Broad street five minutes before the mails reach Euston; and by the time the postman's rap is heard at our doors the butchers' carts from Smithfield and the fishmongers' carts from Billingsgate have distributed their loads half over the metropolis. Needless to say, a train like this consists entirely of vehicles fitted with spring buffers, screw couplings and continuous brake-pipes, and is telegraphed in advance from point to point exactly as is the case with an ordinary passenger express.

CONDITIONS OF TRANSPORTATION.

"Conditions of Transportation as Expressed in Carriers' Bills of Lading," is the subject of a well-handled article from the pen of Frank J. Firth, in a recent issue of the *Railway Review*. We quote below extracts which will be of interest to our readers:

Transportation at common law liability involves certain hazards that the usage of the commercial world determines shall be assumed by the underwriter and not by the carrier. It may be well to refer to one or two practical considerations that have led to this determination. Carriers' rates are made per 100 pounds or per piece or per measure. These rates are ordinarily upon classes embracing many kinds of property. The six classes in use by the trunk lines of railroads and their important connections embrace over 3,500 separate articles. These articles vary widely in value. If the carrier undertook to answer for the hazards of the transportation he would be obliged to make his rates with reference to the exact values of each of the separate articles. Hazards, such as are ordinarily the subject of insurance, have a direct and necessary relation to the actual value of the articles.

It is a fact that the varying values of articles carried at the same class rate would cause the charge for insurance on one such article to cost many times as much as the insurance on some other less valuable articles. For illustration: Coffee, worth say 20 cents per pound or \$20 per hundred pounds; sugar, worth say 7½ cents per pound or \$7.25 per hundred pounds, and low grades of cement, worth say 20 or 30 cents per hundred pounds, are all carried at sixth class rates, the carrier being relieved from the insurable hazards of transportation. How could the carrier class and rate these articles so widely differing in value if obliged to provide in his rates for the insurable hazards as well as for the ordinary service of transportation?

Again, if the carrier was called upon to provide against the hazards of the service, he would be obliged to know the value of each article tendered for shipment. Unless he did know the value upon which the cost of insurance depends, how could he possibly determine a proper rate to charge or the amount of insurance necessary for his protection against the consequences? How would it be possible, in the practical conduct of the daily business of any large carrying line, to stop as each package of freight is received, determine its value and provide insurance on which the rate would be based?

The question is thus further complicated by the unwillingness of shippers to disclose the value of property they desire carried.

The intimate knowledge the owner has of the nature of his own property enables him to judge accurately as to the hazards that attach to its shipment, and he may decide that the chances of important loss are so slight as to justify his carrying a large part or all of the risk himself without resorting to the underwriter, thereby saving his insurance premiums.

The owner may reasonably prefer to select and pay an insurer of known responsibility rather than to accept and pay (in the carrying rate) as an insurer an irresponsible carrier whose property may be drifting towards the custody of a receiver, as so many carrying properties have done in the past and may be expected to do in the future while existing methods of management continue.

If we may, therefore, accept the decree of the commercial world and decide that it is proper to separate the hazards from the ordinary service of transportation, leaving the former to the underwriter and the latter to the carrier, how is this decision to find expression in actual practice? Such a decision must find expression in a form of special agreement or contract between the owner of the property and the common carrier, under which the owner relieves the carrier from certain risks and the carrier accepts a rate of freight for his service that is lower than the rate he would otherwise be obliged to charge.

This special agreement or contract is in ordinary practice incorporated in the receipt the carrier gives for the property placed in his custody for transportation and delivery. This receipt may be what is known as a shipping or dray receipt, or it may be, and ultimately should be, what is known as a bill of lading.

A bill of lading must of necessity be a somewhat lengthy document and must set forth many conditions limiting the liability of the carrier. These conditions are not imposed by the carrier upon the shipper without equivalent, as is sometimes supposed by those who are unfamiliar with the facts. The conditions merely recite the hazards, risks and responsibilities that usage has shown to be proper subjects for insurance, and that cannot, with advantage to the general public, be undertaken by the carrier at a cost to the public to be included in his rate of freight. It is right and proper that the insurable risks, from which the carrier is to be relieved, shall be specifically and clearly set forth, and this is done, or should be done, in the printed conditions of dray receipts and bills of lading.

It may be said that this is a plausible theory, but that, as a matter of fact, the carriers prepare their own forms of bills of lading and place in them what conditions they wish without consulting the public they serve. What method is practically possible in the way of formulating a bill of lading? The carrier prepares the form and says to the general public that while ready to carry, subject to his common law liability, he will carry at much lower rates if relieved of the hazards of the service as his bill of lading provides. Could the carrier attempt to consult each separate one of his thousands of shippers, and have as many separate agreements or bills of lading as he might find differences of opinion between these various shippers? Or could the carrier secure any representation by committee or otherwise authorized to speak for all shippers as to the form of special contract or bill of lading the general public desired?

Through many weary months, through labor that will perhaps never be fully appreciated, and amid discouragements of a practical sort that were almost

appalling, the carriers' committee on uniform classification and on uniform bills of lading, or conditions of transportation, have struggled on and they are now about ready to submit their conclusions, first to the carriers they represent and then to the general public in whose interest they have really labored. These conclusions cannot be fairly judged by anyone who is unfamiliar with the details of the carrying service and the distractingly diverse conditions that have to be met within the limits of this empire that we call the United States of America—an empire that embraces every variety of climate and civilization. To adapt a carrying service to the wants of the densely settled east and of the frontier sections of the west, and to the varying kinds and values of property moving from the east to the west, the west to the east, the south to the north and the north to the south, is of itself a herculean task, even if it was not further complicated as it is by questions of exchanges with foreign countries

SHORTS AND OVERS.

The freight committee of the Central Traffic association, at a recent meeting in Chicago, voted in favor of putting into effect the new uniform bill of lading August 1, thus reaffirming the action of the committee at its meeting June 10. It also recommended the provision that carriers may accept from forwarders the shippers' form of dray tickets or shipping receipts until and including May 30, provided that the forwarders be required to write, print or stamp on the face thereof the following: "This is a temporary receipt and is to be surrendered in exchange for the company's bill of lading, under the terms of which the shipment is made and the goods accepted by the carrier." Shippers at Chicago and other western points are said to be greatly opposed to the new bill of lading, because it places more responsibility on the shippers and forwarders, and because the new bills of lading are not negotiable, and hence will prevent them from getting advances on their shipments. A communication was read from the commissioner of the Southern Railway & Steamship association, stating that this association had decided to adopt the uniform bill of lading, with slight changes, September 1.

If a railway has been giving a large shipper a reduced rate by charging him only for the net weight of his goods shipped it cannot abandon this practice and require him to pay on the gross weight. This appears to be the tenor of a decision just rendered by the Inter-State Commerce Commission against the Cincinnati, Hamilton & Dayton company in favor of an extensive firm of soap manufacturers at Cincinnati. For several years these shippers were charged only the net weight, but since May, 1889, have been charged for the gross weight, thus increasing their freight bills one-sixth, and the commission holds that as the former practice existed without complaint on the part of the shippers or carriers the increase makes the rate unreasonable. The logic of this conclusion it is a little difficult to perceive.—[*Railway Age*.]

A new freight line, known as the Reading and Boston & Maine Despatch has lately been established over the Reading & Pennsylvania, Poughkeepsie & Boston railroads. Heretofore it has required from three to seven days to get freight from Philadelphia to Boston, but by the new line it is proposed to reduce the time to about thirty hours. Working arrangements have already been established from all stations on the Lehigh Valley, Wilmington & Northern, Beech Creek, Reading, New York & Susquehanna railroads to all stations on the Boston & Maine, Central Massachusetts and Central New England & Western railroads. It is expected that a large business will be built up for the new line.

INVENTIVE GENIUS.

[Written for THE STATION AGENT by C. E. Doyle, patent attorney, Pittsburgh, Pa., and Washington, D. C.]

IT is a continual source of wonderment, and even of amusement, that inventors, living in an age of cheap literature, and by that I mean low-priced publications of a high grade, such as scientific and standard works, class papers and newspapers, and having access to free, circulating libraries, should be, in some cases, so profoundly ignorant of the fundamental, underlying principles of the patent system as practised today. The object is not to extort money from inventors to derive profit from the work of their brains without offering a full equivalent.

In receiving a patent the inventor enters into an express contract with the public or the country, the terms of which, briefly stated, are these: For and in consideration of an exclusive right granted to the inventor to make, use and sell his invention throughout the country for a limited term of years, he (the inventor) agrees to give to the public all the knowledge which he possesses on the subject, in order that, after the expiration of this stipulated term of years, they may freely use the invention. The government does not require an inventor to apply for a patent, but if he desires protection he can obtain it for a limited time provided he furnishes the public with sufficient information to enable anyone to use the invention after the specified time expires. Some inventors, not realizing the justice of these terms, and the mutual benefit offered thereby, prefer to manufacture in secret, and withhold their knowledge from the public. They would be glad to have the protection offered by the patent system, provided there was no way by which outsiders could learn aught of the construction or details of their invention. But such an arrangement would be a very one-sided contract and would be equivalent, virtually, to granting a patent for all time. What would be the consideration, the balancing terms in such a contract? Surely, no one supposes that the thirty-five dollars which the government demands as fees before issuing a patent, is an equivalent for seventeen years protection of the rights of an inventor. And yet this seems to be the idea possessed by a few of those seeking protection from the government. The government does not receive money in consideration of protection given to inventors, but merely demands certain amounts to cover the expenses of maintaining the patent office which is required to examine into and determine the justness of the demands made by applicants for protection.

Aristotle, when asked the most difficult thing to execute, replied: "To be secret and silent." It has so happened, sometimes, that the secrets of great discoveries have been so carefully guarded, for a season, that the most curious eye has been defeated in its efforts to pry into the shops and laboratories where the process of manufacture was executed. But seldom do manufacturers nowadays trust their secrets to the protection which bolts and locks give them. They have found out that the best protection is a patent, which gives them a weapon with which to defend their interests, which secrecy fails to do. As above suggested they may keep their secret safely for a time, but such a defense is uncertain and dangerous, and when, at last, it comes out, the inventor has no protection whatever, for he cannot now appeal to the government for aid. He has waived the right to such protection, by concealment. He did not accept the offer of protection on the terms laid down, and now it is too late to avail himself of it.

Reasonable time is allowed an inventor in which to perfect his invention, and in which to experiment with it, and reduce it to practice, without impairing his claim to priority, the length of time being judged of according to the circum-

stances of the case. The law says he must use "due diligence" in perfecting his invention. In a recent decision in the U. S. Circuit Court of Minnesota, Judge Nelson says: "An inventor who first conceives and gives expression to the idea of an invention in such clear and intelligible manner that a person skilled in the business could construct the thing is entitled to a patent, provided he uses reasonable diligence in perfecting it, as against an inventor whose conception was of later date, but who was earlier to apply for a patent."

Inventors of one device or another which is intended to overthrow all existing plans and systems often feel that the public do not appreciate their efforts, and leave their invention untried out of sheer indifference to new things, or conservative ideas which can see no good in anything new. So far as this relates to public travel or to large interests, it is a mistaken one on the part of inventors. Capital is always anxious to save even a small percentage of loss, and if a new machine or process actually accomplishes what it claims to, it is quickly adopted, but too often the claims made do not exist in fact, but only in the imagination of the inventor, and where this is the case the public find it out quickly. Again, sometimes the inventor is a pioneer and makes discoveries which the world is not ready for, but if he is right in his principles, and has not discovered a new philosophy of mechanics to fit his machine, he will certainly attain the end which he seeks. Again, an inventor is often impatient, and expects changes to take place in a month which it may require years to accomplish. Take any of the great inventions which have come into general use, or which have been substituted for old contrivances and machines, and it will be seen that their introduction was slow, in some cases requiring many years to bring them properly to the notice of the public, but once accepted they will be retained until something better is presented. But it is not necessary merely to state by means of a circular or an advertisement that your invention is far superior to all previous devices for the same purpose. Advertising is necessary to bring your invention to the notice of the people, but you must prove that it is better before they will give up old methods and adopt your device. You are dealing with a thinking, reasoning public, and they must be treated as such if you wish to be recognized and have your inventions adopted.

This brings me to a somewhat different phase of the subject. The statement is above made that in the matter of public travel and other large interests, the introduction of a new invention and its general adoption are merely questions of time, for the reason that as soon as its utility is made manifest by suitable trials and experiments capital is ready to do the rest, but where the inventor, in the absence of sufficient capital or other means to prove the efficacy and advantages of his invention, endeavors to introduce it by means of canvassing through agents, another difficulty is often encountered. I refer to an essentially American industry which, although we hear comparatively little of it in these days, was in a flourishing condition a few years ago, and was carried on by smooth-tongued individuals, who drove around among the farmers, and swindled them in various and ingenious ways, patented machinery playing an important part in many of the tricks by which this was done. Although patent rights did not form the entire stock in trade by which these "agents" carried on their depredations, they figured in the transactions sufficiently to give many of the farmers the idea that the whole patent business was a gigantic scheme to enable sharpers to swindle them. Inventors became in their eyes mere cormorants, or blood-suckers, that the community would be well rid of, and on the strength of this idea a convention of farmers held in the west, recently, demanded that the rights of patentees in new in-

ventions should be limited, and the time of their exclusive privilege shortened. There is among other classes of people, also, a disposition to blame the patent system for the sins of a class of persons who have merely taken advantage of it to swindle those who are or were not alive to their own interests. It is undoubtedly true that patents are in many instances made use of to help in extorting money from the public, for which no fair return is made, but it by no means follows that relief would be obtained by striking at inventors. Plenty of the most oppressive monopolies with which we are afflicted are not founded upon patents at all, but would go right on, and flourish, were all patents abolished. With the facilities for forming monopolies which seem to be furnished by our social organization, it is difficult to mention any features of that organization which may not be made a means for increasing the power of monopoly. Let the farmers and others who complain of the oppression caused by patent rights look about them, and see who it is that has all the good things of this life, without performing the least service of any kind in return therefor, and when they have found these persons, and noted the basis upon which their privilege rests, there may be less disposition to complain of the comparatively small amounts made from patented inventions. It should always be remembered that the granting of a patent gives a monopoly of the one thing patented only, and that thing is a something which the world up to the time of granting the patent has been getting along without, and not only can, but will continue to get along without, unless terms can be made with the inventor which are mutually advantageous. The patenting of the reaping machine did not destroy the cradle nor render it any less effective as a harvesting implement. Any farmer who chose could continue to cradle his wheat, and would actually do so, unless he could obtain a reaping machine upon such terms as made it advantageous to him. And the same principle will be found to apply to every patent invention. No patent gives to its holder a monopoly of any natural substance or product, nor of any opportunity for the application of wealth-producing labor which existed before the patent was granted. It gives a monopoly only of that which before was not in existence, and which men can and will do without unless they can obtain it by a payment to the inventor or his assigns of something less than the advantage to be gained by its use. In fact, it has been shown in numerous instances that new inventions constantly coming into use, and which it is fair to assume are stimulated by the security offered by the patent office, are the most effective check upon monopolistic operations, and give the best means of successful competition with them.

But the above shows the light in which inventors appear to some people, and therefore great caution should be exercised in attempting to introduce a new invention, in order to overcome the natural prejudice which many people have acquired. The method of canvassing by means of agents or traveling salesmen is the best which can be adopted in many cases, but beware of trusting your invention to irresponsible parties.

The "Manufacturer and Builder" thinks it does not require much sagacity to take the Official Gazette of the Patent Office, which costs five dollars per year, and write letters each week to several hundred patentees throughout the country, telling them you can sell their inventions or their patents, and then extracting fees by various of the well-known methods of swindling; but it does call for an amount of rascality that has hitherto been considered a kind of safe-guard or restraining influence in these matters. The plausible letters that can be written throw a large percentage of inventors off their guard, and the scheme must be successful, as it still goes on. It is a safe plan to consign all such communications to the fire.



THE GREAT GEORGETOWN LOOP, UNION PACIFIC.

CHAUTAUQUA.

Of all the summer resorts in the country Chautauqua is without doubt the best known, by name at least. But while this name is almost a household word in thousands of homes, there are many summer tourists who are not familiar with the beauties of this delightful resort and the advantages it offers to seekers of health or pleasure. Lake Chautauqua lies on a rich table land, ten miles from Lake Erie and seven hundred feet above it, yet tributary to the Gulf of Mexico. Fourteen hundred feet above the sea, it is distinguished as the highest navigated water in the world—too far from vulgar earth for malaria and too near heaven for mosquitoes. Before the advent of civilization, the Indians, with their peculiar instinct which seldom erred, selected this charming spot as a meeting-place, and hundreds of camp-fires were vividly reflected in the transparent water. The early hunters and trappers followed the same well-trodden trails, and, when modern civilization demanded new centres of learning and gayety, the same charms that lured the early savage attracted it to the wooded shores of Lake Chautauqua. The result is Lakewood, a social resort of national note; Chautauqua, justly termed the Modern Athens, and dozens of delightful capes and bays to which nature and art have combined to give a special charm. Poetic fancy might lead one to suppose that such a spot should be located on a distant continent or beyond impassable mountains, but the exact opposite is the case. No place in the world is easier to reach. The numerous lines and connections of one of America's greatest railways, the picturesque Erie, all lead to Lake Chautauqua, as ancient roads did to Rome, and the culture of Boston, the wealth of New York, the aristocracy of Philadelphia, the enterprise of Chicago, Cincinnati and St. Louis, and the beauty of Louisville, Pittsburgh, Cleveland and Buffalo may make the journey without change in luxurious Pullman cars, arriving as neat and fresh as Cinderella from her fairy carriage or the proverbial beau from his band-box.

Perhaps the most attractive spot on Lake Chautauqua, half hidden in a romantic grove and commanding an expansive view of sparkling water, is the ideal summer city of Lakewood. Two exceptionally fine hotels, the Kent House and the Sterlingworth Inn, combine rural charms with every metropolitan luxury, and readily convince the most pessimistic that life is worth living, worth enjoying, worth enlarging and improving. The Sterlingworth is a dream of architectural beauty, a creation of the experience and refined fancy of its proprietor, Mr. E. L. Frisbee, who has arranged every detail to insure the safety, health and pleasure of his numerous guests. The first season's phenomenal success, and the assured increase of the second, necessitated a five-story addition to the edifice, which has been made without marring the beauty and symmetry of the general plan. The Kent House is a year older, of a sterner style of architecture, but likewise perfect in appointments and surroundings. Conceded to be the handsomest, best situated and most fully developed point on Lake Chautauqua, Lakewood has yet another advantage in being the easiest of access. All trains of the Erie railway, including the famous vestibuled limited, stop during the season at the beautiful and convenient station, and new steel boats, making close and sure connections, afford safe and quick transit to any point on the lake. Fast express trains, with Pullman's finest sleeping cars, leave Chicago daily via Chicago & Atlantic and Erie railways at 3:30 and 8:15 P. M., and Cincinnati via the Erie at 7:30 A. M. and 7:00 and 10:00 P. M., making good time to Lakewood and arriving at convenient hours. Similar trains leave New York via the Erie daily at 9:00 A. M., 3:00 P. M. and 8:00 P. M., and the service between Lake Chautauqua and Buffalo and Niagara Falls is the

best in the Erie's history. Chautauqua Point, Chautauqua, Bemius Point, Griffith's Point and Greenhurst are all delightful places and possess unusual attractions for the summer tourist. The Peoples' Line of Steamers reach these and all other points on Lake Chautauqua, making close connections with all Erie trains.

A quarter of a million people are closely connected with Chautauqua, a summer city, an ideal community, a centre of educational influence. Plato's "Republic," More's "Utopia," Bellamy's "Looking Backward," are dreams. Chautauqua is a reality, great in its achievements, far greater in its possibilities. Chautauqua says to the student, the teacher, the clergyman, the lawyer, to young and to old, "Come to these groves, study, listen, develop your bodies, refresh your minds, be broader, wiser, better. True recreation is found not in idleness, but in change of occupation." Chautauqua is a city where public functions are carried beyond the usual limit to provide instruction and amusement free to all citizens alike.

But Chautauqua has more than mid-summer life. To those whose lives are passed in homes and shops, to all who are ambitious, who loathe the joyless monotony of common-place existence, Chautauqua comes with intelligent plans for systematic self-education, bidding them remember that "education ends only with life itself," and that it is never too late to accomplish something—the very effort bringing pleasure. Thousands have flocked to the Chautauqua standard in this and other lands. A new era is at hand. Democracy in government will soon be universal. Chautauqua ushers in a democracy of learning and prepares the way for the great universities of to-morrow.

At this season of the year, when the tide of excursion traffic is in the direction of the lakes, rivers and mountains of the North, it behooves ticket agents to make themselves familiar with all the popular resorts, and the best routes by which to reach them. Remember, in ticketing passengers to any point on Lake Chautauqua, that the Erie is the best route and will give entire satisfaction to every person using its lines. Its train service is unexcelled, its rates low and its connections better than those of any other road. The through train service from New York and Chicago is a special feature this year. The Erie has a splendid steamer service on Lake Chautauqua and tickets will be sold through to any point on the lake. Keep yourself posted in the next ninety days on the Lake Chautauqua route. Tourists' rate tickets are now on sale till Oct. 31. Full information is given in the Erie time tables and folders, or may be had of any agent of the company, or upon application to L. P. Farmer, general passenger agent, New York, or W. C. Rinearson, assistant general passenger agent, Cleveland, O.

In addition to the beauties of Lake Chautauqua, this road offers the traveling public facilities and advantages never before presented on the American continent. Its trains run through without break or detention between principal cities on the Mississippi and Ohio rivers, the great lakes and the Atlantic seaboard. The beauty of the scenery, in view from trains *en route* has made the Erie famous the world over as the "Scenic Route of America."

An event of interest to the public at large is the placing in the service of these trains, every car of which has been built specially to order by the Pullman company, including smoking, day passenger, parlor, sleeping and dining cars of the most luxurious character, and noted for their æsthetic finish in the richest of woods and finest upholstery. Particular attention is called to the excellent dining car service on this beautiful train; breakfast and lunch are served at seventy-five

cents each and dinner one dollar. Only passengers holding first-class tickets are carried on these trains.

The passenger department of the Erie is justly popular with agents throughout the country on account of its liberal and progressive policy, and THE STATION AGENT would like to see this kindly feeling on the part of ticket agents demonstrated by a display of justifiable zeal in working for the joint interests of the Lake Chautauqua route, the tourists and the ticket agents themselves, which can be done by routing passengers over the Erie.

ASSOCIATION OF RAILWAY ACCOUNTING OFFICERS.

This association held its annual meeting at Cape May, N. J., on the ninth and tenth of July. There was a very large attendance of members and the convention did sixteen hours of good solid work in acting upon the recommendations of committees which during the last six months have been hard at work endeavoring to settle questions relating to the joint accounts of railroads in reference to freight, passenger, baggage and other matters. Interesting papers were read, as follows: Mr. Stephen Little, "Railway Disbursements." Mr. J. T. Denniston, "Clearing house plan of freight settlements by agreements confined to certain roads."

The following were elected for the ensuing year: President, M. Riebenack, assistant comptroller, Pennsylvania railroad; first vice-president, Cushman Quarrier, comptroller, Louisville & Nashville railroad; second vice-president, D. A. Waterman, auditor, Michigan Central railroad; secretary, C. G. Phillips, Chicago & Northwestern railroad; executive committee, C. I. Sturgis, assistant general auditor, Chicago, Burlington & Quincy railroad, S. M. Williams, comptroller, Central Railroad of New Jersey, J. P. Whitehead, comptroller, Atchison, Topeka & Santa Fe railroad, C. P. Leland, auditor, Lake Shore & Michigan Southern railroad."

The Pennsylvania railroad proposes to erect in Chicago a \$20,000 depot at the intersection of its right of way and Madison street on the west side. A tract of land has been purchased, 90x250 feet, and upon this it is planned to erect a two-story structure 90x35 feet. The building will be of pressed brick with brown stone trimmings. The ground floor will be divided into two large waiting rooms, one for men and the other for women, and these will be connected by a hall, on one side of which is the entrance vestibule, while directly opposite the ticket office is located. The upper story will be fitted as a residence for the station agent. The baggage and express room it is proposed to locate in an addition on the north side of the depot. It is intended that the depot will be as complete as possible in all its equipments, having telegraph and telephone facilities, baggage and express service, and that all trains will stop there on their way to and from the union depot.

Every station agent uses rubber stamps, and W. H. Dietz, the well-known rubber stamp dealer of Chicago, is just the party of whom they should order any goods in this line. His attractive advertisement in this issue is self-explanatory.

Commencing Tuesday, July 29, the D. & C. Steam Navigation Co.'s steamer "City of Detroit," No. 1, will resume her regular Put-in-bay trips and moonlight rides from the Superior street wharf, Cleveland. Many of the Cleveland people will be glad to hear this, as the Superior street wharf is very convenient to the street cars and the steamer "City of Detroit" the company's best steamer.

OFFICIAL DEPARTMENT.
International Association of Ticket Agents.

PRESIDENT, WILLIAM BROWN, Cincinnati, Ohio.
FIRST VICE PRESIDENT, J. L. WHITE, Boston, Mass.
SEC'D VICE PRES., C. S. BEERBOWER, Jacksonville, Fla.
THIRD VICE PRESIDENT, HENRY LIHOU, St. Louis, Mo.
SECRETARY, M. G. CARREL, Cleveland, Ohio.
TREASURER, T. W. VENEMANN, Evansville, Ind.

All Communications intended for this Department should be addressed to M. G. CARREL, Secretary, 81 Beech St., Cleveland, O.

Members Not Receiving the Official Organ by the 15th of the Month Will Confer a Favor by Notifying the Secretary Immediately.

THE OUTLOOK FOR DENVER.

THE outlook for the Denver meeting is very promising. Over three hundred persons including members and their wives have signified their intention to join the party. It is imperative that names must be on our list before the fourth of August. While we do not desire nor will permit any to get left if in our power to provide for them, the arrangements must be based on the number who signify their intention of joining the party, either at St. Louis or Chicago. Of course you all understand that all lines are willing to make individual arrangements and furnish transportation and will do all in their power to make the trip an enjoyable one.

Bear in mind that the Lindell hotel at St. Louis and the Grand Pacific hotel at Chicago will be the headquarters and members of the committee will be at those places Saturday and Sunday the 9th and 10th to make necessary arrangements.

I publish in this issue letters from the omnibus transfer companies at Chicago and St. Louis, tendering the courtesies of their lines to the members and their ladies between depots and hotels. I have mailed sample of membership card to each of these transfer companies, asking, or suggesting, that they recognize them for transportation as above.

All members will bear in mind that annual dues will be payable on or before August 14th. Statements of amounts due, after proportionate rebates have been figured, will be ready for the Denver meeting—and (statements as above) will be mailed all members who do not go with us to Denver. I also publish below a letter of Mr. Charlton which explains itself.

The secretary will have his headquarters in Chicago at the Grand Pacific hotel from August 7 to 10, and communications should be sent him there if mailed so as not to reach Cleveland by August 6. Members desiring rooms reserved for them at the Grand Pacific will also notify the secretary at the above address.

I am in receipt of some photographs of the Florida trip, compliments of C. E. Gould; and must say I enjoy looking over the familiar faces that recall pleasant memories. Yours for Denver,

M. G. CARREL, Secretary.

THE LETTER FROM MR. CHARLTON.

M. G. Carrel, Secretary International Association of Ticket Agents, Cleveland, O.

Dear Sir:—The Pullman company will make arrangements to furnish the sleepers for the ticket agents' train, as already promised, and they have kindly tendered the same with their compliments, free of charge. At this time this is a tremendous sacrifice on their part, as they have absolutely to rob themselves in order to accommodate the ticket agents. Every car they have on wheels they can use in service for the grand army business, which meets in Boston commencing August 12th. I assured Mr. Wickes, the vice-president of the Pullman company, and who so kindly made this sacrifice, that both yourself, President Brown and the committee I knew would thoroughly appreciate what he had done. I think, perhaps, a letter from you to Mr. T. H. Wickes, vice-president of the Pullman company, Chicago, and to Mr. C. A. Garcelon, general superintendent of the Pullman company, Chicago, thanking them on behalf of the transportation committee and of the association through the transportation committee, would be the proper thing to do at this time, as the courtesy is extended to the ticket agents and not so much to the Chicago & Alton and Union Pacific railway companies.

Everything is progressing nicely, though we have been delayed some in our invitations. This, however, has been through no fault of ours, but because we had hoped to include the entire itinerary of the side trips in Colorado, and had waited on the Rio Grande and Colorado Midland for particulars of this until we could not afford to wait any longer. All these invitations and the transportation will be furnished by Monday next at latest to every person in the corrected list and in the supplementary lists which you have sent to me from time to time. The program is exactly as outlined in THE STATION AGENT as far as the special train is concerned, and I have so stated it in the invitation.

Yours truly,

J. CHARLTON, G. P. A., Chicago & Alton.

THE OMNIBUS ARRANGEMENTS.

M. G. Carrel, Esq., Cleveland, O.

Dear Sir:—I am in receipt of your favor of the 18th inst. regarding arrangements to be made for the transfer of members of your association, and their ladies, on their arrival in Chicago, from depot to hotel and from hotel to depot. In reply will say that it will afford me great pleasure to place the courtesies of the Omnibus Line at your disposal during your stay in Chicago, and for further information will see Mr. Charlton as requested. Trusting I may soon have an opportunity of extending the courtesies of this line as above stated, I am,

Very truly, FRANK PARMELEE.

M. G. Carrel, Esq., Secretary, International Association of Ticket Agents, Cleveland, O.

Dear Sir:—In reply to yours of the 18th inst. I beg to say the St. Louis Transfer Company will be pleased to extend the courtesy of free transfer to the members of your association and ladies, between Union Depot and hotels, on occasion of your meeting the 9th and 10th of August. Kindly advise

probable number of gentlemen and ladies that will be in attendance, also state by what means members may be identified.

Yours truly,

S. H. KLINGER,
M'gr, St. Louis Transfer Co.

BEAUTIES OF THE UNION PACIFIC.

The members of the International Association of Ticket Agents who attend the Denver convention will have an opportunity of witnessing some of the magnificent scenery along the line of the Union Pacific railway, the management of which has kindly furnished all necessary transportation for delegates to and from the convention. While there are many points of interest and natural beauty on the Union Pacific, probably the most famous is the "Bow Knot Loop," near Georgetown, Colo. A splendid picture of this wonderful piece of railway construction is given on another page. This is really one of the chief points of interest in Colorado.

The mind can readily understand how a train may wind through a chasm. It is less easy, however, to realize how, beginning to rise along the side, the elevation continues until the tourist looks down upon a town, as it were in miniature. Continuing on its tortuous course, the train worms its way up a steep grade, carved and blasted through the rock, and skirts the sides of the mountains that lose their crests in snow. In the valley flows the little stream of Clear Creek. Past Devil's Gate and Bridal Veil Falls the engine curves and climbs. Looking directly above, a railroad track is seen on a high iron bridge over-spanning the track almost at right angles, but in the form of a crescent. The tourist wonderingly inquires, "What road is that above and how did it get there?" For a little way the track is comparatively straight; then it varies to the right, crosses the creek and starts down the valley, but still going up grade. For perhaps a quarter of a mile this continues. Then the creek is crossed again on a high iron bridge. Looking directly down, a track is seen below. Then the tourist wonders what track that is and how it got there. He looks again before satisfying himself that it is the same track he just passed over. He is now on the bridge up at which he was looking but a moment ago. From the top, six pieces of track apparently detached, can be seen. He then realizes that he has just ridden over an immense loop—one of four in existence. There is one on the Southern Pacific railroad, one in Switzerland, and one in the Andes of South America, but this is the most complex of them all. The bridge just crossed is 300 feet long and 86 feet high. From Georgetown it can be seen one way nestled in the mountains; looking at it from the other way there seems to be nothing but a confusion of tracks.

There are so many other interesting features of a trip on the Union Pacific that it is useless to enumerate them here. The ticket agents can judge for themselves a few weeks hence.

AN UNINTENTIONAL OMISSION.

In our June issue we published a very excellent likeness of Brother J. J. McCormick, of Pittsburgh, Pa. This was well, and gave pleasure to all members of the association who remembered the genial representative from the smoky city on our Florida trip. But unintentionally we committed a grievous error. Mr. McCormick was designated as the ticket agent of the Baltimore & Ohio road, where the fact is that he is joint city agent for that company and for the Pittsburgh & Lake Erie, New York, Lake Erie & Western, New York, Pennsylvania & Ohio and the Lake Shore & Michigan Southern. Brother McCormick, as well as the roads mentioned, object to our thus summarily dismissing him from their service, and we take this

opportunity to state that the error was, on our part, due to the fact that Mr. McCormick wrote to us on a B. & O. letter head, and that as he was not aware that his portrait was to be given to the public, he is relieved from all responsibility.

WHERE IS COL. SHAW?

When the pet illusions of our youth and manhood—those gentle fancies that bring consolation to the heart and which we so eagerly cherish, often in spite of their manifest improbability—are rudely dispelled, under circumstances that cannot be ignored, a shade of sadness comes over the cheeriest nature, and we sigh for that credulity of our younger days that tinged our lives with the rosy hue of romance. When as a tender babe the editor was borne through the boundless west in his mother's arms via the great and only "Q," the fame of Col. William M. Shaw was impressed upon his infantile mind, and baby lips lisped the name of that good man. In after years, as a stripling just entering the railway service, the reputation and example of Col. Shaw was the guiding star of his onward path. Still later he had occasion to observe the impression that Col. Shaw had made in passenger circles, and finally as a member of the I. A. T. A. and editor of the official paper the ambition of years was partially gratified, and he basked in the smiles of the genial "colonel" and was honored by a personal acquaintance. Had any iconoclast dared to break down this idol by an insinuation that Col. Shaw was not the best-known man in railway circles, the editor would have resented it with all the energy of outraged fealty.

But we digress from the horrible climax. In due course of time Col. William M. Shaw became a member of the International Association of Ticket Agents, and as such was entitled to a copy of the official paper, which was legibly addressed to "William M. Shaw, traveling passenger agent C. B. & Q. Ry., Cincinnati, O.," in large and beautiful letters. The paper was delivered into the custody of Uncle Sam, and the editor pursued the even tenor of his way with a light and merry heart. But, alas! a rude awakening was at hand. One bright July morning the postman handed the unsuspecting editor, among other mail matter, an innocent-looking card. It bore on its face an address to the "Publishers of THE STATION AGENT," and was from the postoffice authorities at Cincinnati, O. On the other side a shock awaited the editor that came like a thunderbolt from a clear sky. With bulging eyes and wildly beating heart he read: "Your paper addressed to William M. Shaw, traveling passenger agent Chicago, Burlington & Quincy Ry., remains undelivered in this office. Reason: PARTY UNKNOWN!"

Let us draw the pall of silence over the heartrending situation. We weep alone over our fallen idol.

FOUR CINCINNATI TICKET AGENTS.

On the first page of this issue we present the portraits of four gentlemen well known in passenger circles throughout the middle western states, and all of them influential members of the International Association of Ticket Agents.

WILLIAM BROWN.

William Brown, ticket agent at the Central Union depot, Cincinnati, O., and president of the International Association of Ticket Agents, needs no introduction to the readers of THE STATION AGENT. His connection with the association has added to the wide reputation throughout the country, which, as a ticket agent of more than usual ability, he had already established. Mr. Brown commenced railroading in 1868, at Louisville, Ky., as ticket agent and operator under J. R. Erringer. From 1872 to 1877 he was ticket agent of the Ohio & Missis-

sippi in the Planters' house, St. Louis, and from the latter year until 1884 assistant ticket agent at Plum Street station, Cincinnati. In 1884 he was appointed ticket agent at the Central Union depot, which position he still holds. The business of this office amounts to \$100,000 per month and upwards, exclusively from ticket sales. Mr. Brown took an active part in the organization of the International Association of Ticket Agents and was honored by being selected its first president. His efficiency as an executive officer is evidenced by the success of that organization.

JOHN A. CASSELL.

John A. Cassell, city ticket agent of the Louisville & Nashville, at Cincinnati, O., was born at Lancaster, O., in 1842, and was in the telegraph service from 1855 to 1870, when he entered the employ of the Louisville Short Line as ticket agent at its eastern terminal, Covington, Ky. He remained there until the road was purchased in 1881 by the Louisville & Nashville, when he was employed by that company and became city ticket agent, with office corner of Fifth and Vine streets. Mr. Cassell is a popular and efficient agent and popular with his fellow agents as with the public.

R. C. BLISS.

R. C. Bliss, city ticket agent of the Erie railway at Cincinnati, O., and a member of the executive board of the International Association of Ticket Agents, is 41 years of age and has been in the railway service since 1869, when he entered the employ of the Louisville & Nashville as an operator. He served successively the Ohio & Mississippi and Wabash railways in dispatchers' offices, and in 1878 left railroading to take service with the Western Union Telegraph Co. In 1878 he abandoned telegraphy as a profession and entered mercantile life; but the attractions of his former business proved too strong, and in 1887 he went with the Erie as city ticket agent, a position he now fills with credit to himself and the company. Mr. Bliss is one of the charter members of the ticket agents' association. Without violating a confidence, but at the risk of incurring the displeasure of Brother Bliss, we are free to say that he is the best looking man in the association.

HARMON W. BROWN.

Harmon W. Brown, ticket agent at the Pennsylvania Lines and Louisville & Nashville at the Cincinnati passenger station, in addition to being a well-known railroad man, is prominent in political circles. He commenced railroading with a firm of contractors and devoted several years to construction. In 1880 he was appointed chief clerk in the office of Superintendent Peters, of the Little Miami division of the Pan Handle road, and five years later was appointed ticket agent at the Cincinnati passenger station, where he is now located. He was elected a member of the Ohio state senate, in 1888, by a majority of nearly 12,000, and has served on many important committees in that body, among them those on railroads and telegraph. He is the only practical railroad man in the general assembly. Mr. Brown, before reaching his sixteenth year, assisted in recruiting a company at the outbreak of the late war and served in the army for four years.

COUPONS.

The Trunk line passenger committee held a meeting at Cape May, N. J., July 11. Three important subjects were considered, the first of which was special fares or reduced rates to various conventions and meetings throughout the country. After some discussion in regard to emigrant business, measures were taken by which the entire emigrant business through the port of New York would hereafter be handled through the trunk line clearing house agency. Heretofore the emigrants have been landed at Castle Garden, but since Secretary Windom took hold of the affair through the Barge office, it has

been the custom to allow agents or middlemen to board emigrants for a day or so before sending them West on what is known as an emigrant ticket, which can be bought only from them. Under the new rule the middlemen are done away with and the emigrants will get their tickets from the steamship companies through an agent of the road selling the tickets. The question of appointing a commissioner for the passenger department of the Trunk Line association was considered and a dispatch says that it is believed the position will be offered to Mr. L. P. Farmer, general passenger agent of the New York, Lake Erie & Western.

We are pleased to see the business men subscribe so liberally to the fund for the entertainment of the ticket agents, who will hold their National Convention in this city in August. There is no class of railway men who can do more to advertise a city than ticket agents. They come directly in contact with the tourist and the traveling public in general. It is the ticket agent the traveler seeks when he contemplates a trip, and he deems it not only his privilege, but his duty to ask the agent's opinion of every city, town and flag station on earth. How easy it is, then, to say to the traveler, "Go via Denver by all means, stop over and go round the Loop, see Pike's Peak, the Grand Canon and the Garden of the Gods. Go to Glenwood and take a bath, for cleanliness is next to godliness." "Well, back up there—break away and give somebody else a chance to buy a ticket. Yes, the 10 o'clock train leaves at 10:30. Good day.—[*The Western Railway.*]

APPLICATIONS FOR MEMBERSHIP.

[Any member objecting to any applicant will state his objection in writing to the secretary, these objections to be submitted to the executive committee for decision.]

R. C. Alworth, ticket agent Fla. Sou., Center Hill, Fla.
W. A. Barrett, Jr., ticket agent W. V. Cent. Ry., Winston, Md.
Frederick Thiel, ticket agent C.M. & S. P. Ry., Alexandria, South Dakota.
H. S. Ellis, assistant ticket agent Orange Belt Ry., Tarpon Springs, Fla.
A. P. Harrison, ticket agent I. D. & W. Ry., Tuscola, Ill.
I. S. Draper, ticket agent I. I. & S. Ry., Sullivan, Ind.
L. D. Bartholomew, ticket agent B. & O. Ry., Newark, O.
C. Sheldon, ticket agent C. & N. W. Ry., Sparta, Wis.
M. J. Hanley, ticket agent L. E. & W. Ry., Muncie, Ind.
R. J. Teft, ticket agent Lebanon Springs Ry., Petersburg, N. Y.
Thos. E. Sweeney, assistant ticket agent C. C. C. & St. L. Ry., Franklin, O.
C. S. Jackson, ticket agent C. C. C. & St. L. Ry., Franklin, O.
O. N. Helbig, ticket agent A. T. & S. F. Ry., Gridley, Kas.
Amos W. Persinger, ticket agent O. & M. Ry., Rochester, Ill.
Geo. M. Willson, ticket agent Mo. Pac. Ry., Lenora, Kas.
W. S. Barr, ticket agent Union Pacific Ry., Salina, Kas.
J. S. Dowling, ticket agent T. H. & I. Ry., Greencastle, Ind.
Geo. A. Pratt, ticket agent C. & N. W. Ry., Ft. Atkinson, Wis.

There being no objections to any applicant in the July list, all applicants therein named are enrolled as members and cards will be mailed them.

The following names were omitted from the July issue through an oversight. Their names have been enrolled and membership cards issued to them:

A. F. Mead, ticket agent C. & G. T. Ry., Edwardsville, Mich.
L. P. Backey, assistant ticket agent B. & O. Ry., Philadelphia, Pa.
W. S. Reinhold, ticket agent B. & O. Ry., Llanwellyn, Pa.
W. N. Grisby, ticket agent G. S. & F. Ry., Hampton, Fla.
Harry Van Buskirk, assistant ticket agent Nor. Cent. Ry., Baltimore, Md.

OFFICIAL DEPARTMENT.



GRAND OFFICERS:

E. L. BARCROFT, Pres., Corsicana, Tex.
A. H. HARVEY, 1st Vice-Pres., Washington, Kas.
W. J. DEGRESS, 2d Vice-Pres., City of Mexico, Mex.
A. R. HANCOCK, Third Vice-Pres., Baltimore, Md.
JOSEPH CORNELL, Fourth Vice-Pres., Winnipeg, Man.
ALBERT CLINE, Sec'y, Alleghany, Pa.
PALMER HOWARD, Treasurer, Thurston, O.

THE STATION AGENT - - OFFICIAL PAPER.

NOTES BY THE EDITOR.

The annual convention of Texas, the banner division of the association, was held in Galveston, July 10th and 11th. A report of the proceedings was given in the last issue of the supplement, but for the benefit of other readers of THE STATION AGENT whom the supplement does not reach, we give here the list of officers and such other matters as will be of general interest. Officers for the ensuing year were elected as follows: President, F. O. Becker, International & Great Northern, Galveston; first vice-president, R. M. Quinn, Gulf, Colorado & Santa Fe, Wallis; second vice-president, A. L. Downer, Missouri, Kansas & Texas, Greenville; secretary, C. H. Stevens, Arlington; treasurer, F. L. Sheeks, Houston & Texas Central, Mexia. The actual paid up membership of the division at the date of the convention was 350 and the treasury showed a handsome balance. It was decided not to divide the division as suggested.

* * *

The social features of the Galveston gathering were particularly enjoyable. On the morning of the 10th, during the session of the division, Messrs. Becker and Hodge welcomed the delegates to the city on behalf of the local agents and the wholesale merchants of Galveston. At 4 o'clock that afternoon a special train was taken and the jetty system of the harbor explained to the visitors. The day following a drive was taken around the city and the manufacturing industries inspected. In the evening a magnificent banquet was given at the Jiriardin Hotel, the courtesy of the wholesale merchants. The evening was pleasantly passed and the toasts and responses were bright, witty and to the point. At the conclusion of the banquet Mr. Becker, in behalf of Texas division, presented the retiring secretary and present Grand President, E. L. Barcroft, with a large and costly diamond ring, as a testimonial to his efficient services. A glowing eulogy was passed upon the retiring president, J. M. Abbott, who has been a pillar of strength in association affairs, and univer-

sal regret was expressed that it was impossible for him to be present on that occasion. His management of the division in the past twelve months was highly complimented. This wound up the convention and the delegates repaired to their homes better in every way for their pleasant and instructive outing.

The two principal executive officers of Texas division, President Becker and Secretary Stevens, are well qualified for their positions and will carry on the good work inaugurated by the outgoing administration. Mr. Becker is one of the most prominent agents in the state, and Mr. Stevens is regarded as one of the most energetic and intelligent members of the division. President Becker, in his speech of acceptance, declared that every eligible agent in the state of Texas would become a member within the year, or he would know the reason why. On the whole Texas division is to be congratulated on its new corps of officers.

* * *

There has been an embarrassing delay in getting out the badges adopted at the Cleveland meeting, as the jeweler has been rushed with work and had to be punched up in the matter. They are now promised Aug. 1, and will be ready for delivery soon afterward. Due notice will appear in these columns where they may be obtained.

* * *

Brother Butchart, of Canadian Northwestern division, contributes an interesting article this month on the value of membership in the association. It is in line with the arguments that we have advanced from time to time, and we commend it to the consideration of our readers.

* * *

We cannot understand the indifference shown by so many agents in matters directly concerning themselves. The Railway Agents' Association is laboring to advance the interests of every agent in the country and yet persuasion, argument and the hardest kind of work is required to bring agents in the association. Why will men be so blind to their own interests? Organization, co-operation and individual effort are the factors that will determine the future of the Railway Agents' Association. If it fails—a contingency not within the range of probabilities at the present time—the work will be set back many years. Can any agent afford to neglect this opportunity to perfect an organization that will stand a bulwark of defence between him and injustice in the near future? We believe that the men engaged in this branch of the service have too much good sense to neglect such an imperative duty. It is only a matter of a few dollars, and where can a better investment be found? If you expect to continue in the business, come into the ranks and assist in building up an organization that will be a credit to every agent in the country.

THE VALUE OF MEMBERSHIP.

Why agents should become members of the R. A. A. is a subject that interests all of us.

Perhaps the greatest reason is that in the association every facility is afforded an agent to realize one of the most meritorious ambitions of his life—that of becoming more efficient in his work, of making himself more useful to his employers, thus enabling him to advance to a higher position. Facilities that are afforded in no other way and by no other agency are given. Ideas and methods of other agents are presented to you, so that you may appropriate them if better than your own or reject them if considered inferior. Your aim is thus constantly before you, keeping you always in close pursuit and never allowing you to lapse into indifference through lack of encouragement, at least. It must be manifest to you that the facilities for improvement are more favorable for a member of an association, with thousands of earnest and intelligent members joined together with the express purpose of raising the standard of efficiency, than for the single individual, no matter how determined and industrious he may be, plodding along with his own ideas, experimenting and learning by tedious and often disastrous experience, spending a lifetime in acquiring the knowledge he might have gained through the co-operation of the association in a few years at the most.

That the objects of our association are high, honorable and worthy of a struggle to attain, no one can dispute, and these objects are only attainable through the means we have chosen—that is, by binding the agents together, so that no individual effort will be lost, but rather that it may be utilized in strengthening the grand onward movement. An association conducted properly on the principles of our constitution cannot fail to accomplish the work for which it is organized, but must succeed and be a great benefit to all its members. If this is apparent to you, surely you will not allow yourself to be benefited—as you must necessarily be, to a certain extent, although you do not become a member—by the exertions of others without falling into line and helping along the good work.

The association members are protected against dishonesty already, and this protection will become stronger as time goes on. Dishonest men will never be admitted, and before very long railway managers, who already recognize the worth of our work, will employ the association man, although he can give no other guarantee of character and efficiency, rather than the man who is not a member. One of the objects of the association is to counteract the unjust prejudice of the public against railways. Surely the attainment, even comparatively, of this object would be a benefit to you.

The tendency of the times is towards a decrease in the agents' salary. The association claims to have as an aim "to maintain by legitimate means just compensation for services rendered." Remember, no striking, dictation, coercion or other conduct of the like is to be used, but purely legitimate, honorable and manly means. Come into the association and help along the work from which you will reap a benefit.

No comment is necessary on the sick benefit and insurance feature of the association. Every observant and right thinking man knows that such funds, if conducted on honest, straight-forward principles, are a wonderful power for good in the world. Enter the beneficiary department of the R. A. A., and when the assessments come around you will have, in addition to your own pecuniary interest, the satisfaction of knowing that you are helping the family of some brother agent who has gone the way all must go or who is on a bed of sickness and pain. A time may come when you are thrown out of employment. If, when it does come, you are a member of the R. A. A., your efforts to secure a situation will be strongly supplemented by those of the association.

There are many reasons why you should join the association that I have not touched, but I am afraid my letter is already too long and shall, therefore, leave the rest for some other time, or for someone else more capable than myself to explain to you.

Some may say that what I have written looks all right on paper; but they are dubious, perhaps skeptical altogether, regarding its practical workings. Now, brother agents, what is there about the association that is not practical for the benefit, in all these ways and many others, of every member? Agents, as a rule, are intelligent, good business men, and are capable, if any class of men are, of overcoming the difficulties that may arise. This has been proven by the past record of the association. Obstacles and difficulties, such as are not likely to arise again, have been surmounted by the past officers of the grand division in a way creditable to the most courageously clever of men. The fraternal feeling between railway agents is a useful and grand factor in the work and will go a long way towards ensuring success.

Let the non-members inquire into our objects and ways of working, and I am convinced that in a short time we will have as members every agent who is worthy and alive to his own and his employer's interests.

R. T. BUTCHART.
Rapid City, Man., July 20.

E. L. BARCROFT.

In this issue we give an excellent likeness of Mr. E. L. Barcroft, the new president of the Railway Agents' Association. As will be seen, Mr. Barcroft is a comparatively young man, being just 36 years of age. He entered the railway service in 1881 as a clerk in the land department of the St. Louis, Arkansas and Texas Railway, he was made traveling auditor and in 1886 was appointed to his present position as agent at Corsicana, one of the most important stations on the road. It is hardly necessary here to say that Mr. Barcroft stands high in the service of his company. His work at Corsicana has been repeatedly complimented and he is regarded as one of the most efficient agents in Texas. His indefatigable energy in the affairs of the Railway Agents' Association shows that he is a man of talent and business capacity, and there is little to doubt but that the association in his hands will enjoy the fullest measure of prosperity. As secretary of Texas division Mr. Barcroft displayed more than ordinary talents for such work and his ability in this direction will have a salutary effect upon the R. A. A., which has long needed the infusion of young and vigorous blood. Mr. Barcroft is a warm friend of all young men in the service and his assistance and advice have been of great value to many younger agents and clerks. In a personal letter to the editor he says:

"The best friends that I have anywhere are among the agents who were under me while I was traveling auditor. My cashiers who have left me are now in every case either agents at important points or traveling auditors, it being my invariable rule to render all the assistance in my power to further the interest of my men."



E. L. BARCROFT,
President, Grand Division, R. A. A.

VICE-PRESIDENT HARVEY'S ACCEPTANCE.

To Members of the Railway Agents' Association:

Ingratitude is a characteristic of which I sincerely trust I am devoid, in this particular instance especially so. Although a little late in thus publicly acknowledging my acceptance of the important office tendered me by my friends and brothers in the association, I no less appreciate the honor bestowed. To Kansas division, whom I have already served for the past two years in the capacity of secretary, I would say that you certainly have shown by your actions your hearty approval of my past efforts in behalf of our division. To you all I must again express my thanks, and, as is customary with me, ask your assistance for the coming year, let me remain as your secretary or otherwise; either way in this grand cause of ours we need each other's help. My removal from your state makes it compulsory with me, at so short a lapse of time from our convention, to place my resignation in the hands of your executive board as secretary, and I sincerely trust that a more efficient officer may be selected in my stead. However, you will always have what help I am able to give and the kindest of wishes for your future success.

To the association at large I can express nothing but the most profound regard. While I did not go to Cleveland with the intention of running for an office, still you have seen fit to lay upon me the responsibilities of the position of first vice-president. I hope that time may not prove it an unwise choice. While I feel my inability to cope with surrounding difficulties, at the same time my services are at your command, and what time I have shall be devoted to our cause. With any others than our present grand president and secretary I would certainly feel totally inadequate to the duties devolving upon me; but with such men at the helm I have confidence in the future of the association. To the other members of the grand executive board I would say, let

promptness in action and unity in our labors be ever uppermost in our minds. Whatever we do, let bickering and strife vanish. Let old scores forever disappear and "the good of the order" be implanted within us. Surely with this and the material at our command the Railway Agents' Association, at the close of the year, will show a favorable increase in membership, and you and I will feel that we have but done our duty.

Fraternally,
Nebraska City, Neb., July 15.

A. H. HARVEY.

CALL FOR A MEETING OF PITTSBURGH DIVISION.

To all Members of Pittsburgh Division, Railway Agents' Association:

A special meeting will be held at the Hotel Anderson, Pittsburgh, August 16, at 3 o'clock eastern standard time, for the purpose of filling resignations on our executive board caused by the transfer of members from this division to the New Castle division, and for the transaction of any regular business that may be presented to the convention. I hope that all who

can well lay aside the cares of their office and meet with us and have a grand good time. Much important work has been done since our last meeting and many important features will come up at this convention, among them the selection of a state solicitor, which each member should bear in mind is very essential to the future growth and prosperity of this and all other divisions throughout the state. It is highly important that all members become interested in the work, and at no other place can so much enthusiasm be infused as at these meetings. For four years past the officers have borne the burden and heat of the day, and the time is now ripe for individual members to turn in and help do this work. It is as important to the membership as to the officers. Their interests are surely identical. Then why should not each one try to assist in the work? The association is one that any agent can look to with pride, as the objects, as set forth in our constitution, are of the highest order, while it is also the ambition of the organization to still continue marching forward. But to reach the high plane which has been mapped out it will be necessary to have the hearty co-operation of each member, as no matter how active your officers may be they are powerless to accomplish anything beyond the careful adjustment of the division's work and cannot fully cope with so great a work alone. The organization was founded for mutual benefit to all and is not confined to the officers alone. Then let me urge upon you all the necessity of extending a helping hand. Each member has some knowledge which he can impart which might induce others to join hands with us. Our organization in Pennsylvania is not as large as we could wish, but in this no one is more to blame than the membership at large, as inactivity and contentment has been the greatest drawback. Again I would request your co-operation. Advise your neighboring agents of the organization, its meaning as conceived by you, and do not rest until you have secured their assurance that they will come with us. Who will be the first to take up the work and show to others who are standing listlessly by that good work can be done? I would also urge that some brother write an article for the official paper each issue, as this has been sadly neglected. It is rather much to expect your secretary to do this and at the same time keep the personal correspondence up in addition to other imperative duties which are compulsory.

Trusting that the grand principles as set forth in our organization may meet with unbounded success, and that the brethren who have so loyally stood by them through adversity may be rewarded by a knowledge that they were right, and that right, no matter how deeply buried by oppression, will rise to shine the brighter and lead its followers to victory, I am,

Yours in Friendship, Justice and Fidelity,
M. N. M'GEARY,
Secretary.

Approved by the board.
C. V. WOOD,
First Vice-president.

THE QUESTION OF PROMOTION.

"There is a greater probability of promotion from the ranks of the Railway Agents' Association than for those who are not connected with it."

I believe the foregoing to be true for many reasons. An organization of any class of labor or profession improves the standard of its members through social intercourse with each other, and interchange of ideas on different subjects. Matters pertaining to agents' duties can be discussed, and the thoughts

of many ventilated, which is beneficial and cannot do otherwise than improve the standard of agents, and increase the efficiency in the railway service. This being the case, our superior officers would naturally choose men from an organization of this kind.

The first object of the Railway Agents' Association as given in Article II, of the general constitution, reads: "To improve the standard of its members, and to increase the efficiency in the railway service." Is this not in the interest of the railway companies as well as the agents? The second object reads: "To protect by all lawful means, the interests of the railway companies;" third object: "To use its influence and that of all members, to oppose unjust and anti-railway legislation, and to counteract the unjust prejudice against railway companies in the public mind." Here are three of the specific objects of the association, which are directly in the interest of the railway companies. Why, then, should they not choose men from the ranks of the Railway Agents' Association to fill their most important stations. At large competitive points they require men who are wide awake and progressive—men of large experiences who are better fitted to fill such positions than men as found in an organization of this kind? They have not only had their own experience, but they have had the benefit of the experience of others, which they get at conventions, and through the columns of an official organ. I could mention a great many cases where members of the Railway Agents' Association have been promoted to more responsible positions had I the time and space. Such instances have been very frequent during the short history of the association, and this being the record of the past, why should not the proportionate number of such promotion be in the future just as the association increases in membership. We have every reason to believe it will. We cannot expect to attain all the objects sought for in the highest degree, until the association has developed itself fully. There are seven objects in the general constitution to which I would especially direct the attention of all non-members, and also to the methods by which these objects are to be reached. Is there not something in them to work for? Is there anything in them objectionable to railway companies? Is there not a great deal in them beneficial to all concerned. With all these benefits within our reach and the co-operation of railway companies, do you not agree with me when I affirm that members of the Railway Agents' Association stand a better chance for promotion than those outside of the association? If you concur with the above, join hands with us in placing the Railway Agents' Association on the highest point of success. This is all that is required.

A. M. NORTH.

New Castle, Pa., July 7th, 1890.

CONTRACTING FREIGHT AGENTS' CONVENTION.

The fifth annual convention of the Association of Contracting Freight Agents of the Middle and Western States will be held in Denver, Col., Monday, August 25. An attractive program has been arranged, including excursions to many points of interest in the country about that city. A special train will take the delegates from Chicago over the Chicago & Northwestern railroad, leaving Wells street station at 10 a. m., August 23, and returning to Chicago Sunday, August 31.

W. L. Stowe, who has been freight agent of the Lake Shore & Michigan Southern at Toledo, O., for nineteen years has been removed and has been succeeded by G. E. Husted of Buffalo.



Important decisions on points that are likely to arise in station service will be given in this column each month and should be read carefully and saved for reference by every agent. We are also prepared to give legal advice to any agent, on questions relating to his business, free of charge. In asking for information of this character, state your case as concisely and accurately as possible. We shall consider it a privilege to serve our subscribers in this manner.—EDITOR.

IMPLIED RENEWAL OF CONTRACT OF EMPLOYMENT.—Where a person has been employed by another for a definite term at fixed wages, if the services are continued after the expiration of the term in the same business, it is presumed that the continued services are rendered upon the same terms; but this presumption may be overcome by proof of a new contract or circumstances which show that the old contract has been changed. The power of revoking an agency pending a current year's business no doubt exists, but the right to revoke it without sufficient cause does not exist and a wrongful revocation leaves the principal liable to make reparation.—[Standard Oil Co. vs. Gilbert, Supreme Court of Georgia, 11 S. E. Rep. 491.]

TELEGRAPH COMPANY—FAILURE TO DELIVER MESSAGE—PLEADING—DAMAGES—MENTAL ANGUISH.—The complaint in an action to recover the penalty provided by statute for the failure of a telegraph company to deliver a message sent to a person residing within a certain distance of its office is fatally defective if it does not state that the person to whom the telegram was addressed resided within the prescribed distance from the office.

Mental anguish caused by the failure to reach the bedside of a person sick unto death before death takes place, on account of the negligence of a telegraph company in not delivering a message promptly according to its contract, is a ground for the recovery of substantial damages against the company.

A message reading, "My wife is very ill; not expected to live," is sufficient to inform the company that mental anguish will probably result from its failure to deliver the message promptly.—[Sup. Ct. Ind. Reese v. Western Union Telegraph Co., 7 L. R. A. 583.]

TELEGRAPH COMPANY.—NEGLIGENCE IN TRANSMITTING MESSAGE—CONTRACT EXEMPTING FROM LIABILITY.—Where a telegraph agent was informed that a message contained a certain number of words but he took down and delivered one containing two words less, as and for the whole message, leaving out two important words, he is guilty of gross negligence, rendering the company responsible for the resulting injury, notwithstanding an exemption from liability sought to be secured by an agreement that the company should not be liable for mistake or delays in the transmission or delivery.—Sup. Ct. Miss. Western Union Telegraph Co. v. Goodbar, 7 So. Rep. 214.

CARRIERS DELAY IN CARRYING FREIGHT.—1. In a suit against a railway company for damages caused to a car-load of onions by delay in transporting them 64 miles, the fact that four days were consumed therein was sufficient to justify a finding of negligence, when there was no evidence as to the number of transfers necessary.

2. It appears that the onions were in good condition when placed in the car, and by reason of its destination the jury was justified in finding that the damage was caused by the delay.

3. The car having arrived on Saturday evening, it was not error to refuse a charge that, if the onions were in such condition that they could have been saved by unloading them on Sunday, and that they were spoiled by reason of the failures of the consignee to do so, plaintiff could not recover. 45 N. W. Rep. 570. St. Clair v. C., B. & Q. Ry. Supreme Court of Iowa, May 1890.

LIABILITY OF RAILWAY COMPANY FOR BOARD OF ITS EMPLOYEES.—It is not incident to the operation of a railroad that it should pay the board of its employees, and a roadmaster cannot bind his company for board of hands, without express authority to do so.—[St. Louis, I. M. & S. Ry. vs. Bennet, Supreme Court of Arkansas, 13 S. W. Rep. 742.]

LIABILITY OF RAILROAD COMPANIES FOR BAGGAGE CHECKED ON THROUGH TICKETS.—Three railways joined in issuing tickets over their lines to a certain point, and the coupons bore the initials of all the companies. The purchaser of such a ticket had his baggage checked to the end of the first line and then it was checked to the destination of the ticket. The baggage went on the same train that complainant did and while en route was rifled. Under this state of facts the defendant companies were jointly liable for the loss sustained by complainant.—[Peterson vs. Chicago, R. I. & P. Ry., Co., Supreme Court of Iowa, 45 N. W. Rep. 573.]

VERBAL EVIDENCE OF AUTHORITY TO ACCEPT BILL OF EXCHANGE.—It is competent in an action on a bill of exchange for the plaintiff to prove that the person who drew the bill on a corporation and accepted the same for them was the officer and agent of the corporation and had authority to accept such bill of exchange, though he did not sign his name officially or as agent.—[Rambough vs. Southern Improvement Co., Supreme Court of North Carolina, 11 N. E. Rep. 523.]

CARRIER—SEIZURE OF GOODS IN TRANSIT ON LEGAL PROCESS—DELIVERY.—When property in the hands of a carrier for transportation and in the courts of transit, is seized upon legal process, sued out against the owner of the property and taken out of the carrier's possession, such property is placed in the custody of the law, and is so placed by a superior power, the power of the state, and excuses the carrier for liability for not delivering the goods. When goods are taken out of the possession of the carrier by legal process, he should give notice forthwith to the parties interested.—[Sup. Ct. Oregon. Jewett v. Olsen, 7 Ry & Co. L. Jour. 450.]

SIGNALS TO PASSENGERS—CONTRIBUTORY—NEGLIGENCE.—A railroad company is not required to give a signal to passengers on board its train before starting the train from a wood station where it has stopped to take on wood. A railroad company is not liable for injuries sustained by a passenger who goes on the platform of a car, contrary to a posted notice warning him not to do so, and, while standing there without holding to the railing, is thrown off by the starting of the train.—[Sup. Ct. N. C. Malcolm v. Richmond & Danville Rd. Co., 7 Ry & Co. L. Jour. 434.]

MASTER AND SERVANT—INTERMEDIATE PARTY.—The fact that there is an intermediate party in whose general employment the person whose acts are in question is engaged does not prevent the principal from being held liable for the negligent conduct of his subagent or under-servant unless the intermediate party had exclusive control and direction.—[Sup. Ct. Miss. Southern Exp. Co. v. Brown, 7 So. Rep. 318.]

CARRIER—DELIVERING DAMAGED GOODS—BURDEN OF PROOF.—A carrier which delivers goods in a damaged condition which were in good condition when received has the bur-

den of showing that the injury was not due to its default.—[Sup. Ct. Miss. Mobile, etc., Rd. Co. v. Tupelo Furniture Mfg. Co. 7 So. Rep. 279.]

WRONGFUL DETENTION OF GOODS.—The plaintiffs commenced an action against the defendants, claiming delivery of certain cargoes of guano (then on their way to this country), and an injunction to restrain the defendants from dealing with such cargoes. The defendants denied the title of the plaintiffs to the cargoes.

An order was made by consent for the appointment of a receiver, and the defendants were allowed to remain in possession of the cargoes, without prejudice to any question, on an undertaking to keep accounts and to abide by any order the court might make. The statement of claim was subsequently amended by claiming damages for detention of the cargoes. At the trial of the action judgment was given in favor of the plaintiffs, declaring them to be entitled to the cargoes, and that the defendants were not entitled to be reimbursed certain expenses incurred by them in respect of the cargoes; and directing an inquiry what damages had been sustained by the plaintiffs by reason of the detention by the defendants of the cargoes.

The defendants appealed from this judgment, claiming to be reimbursed for expenses incurred by them in respect of the cargoes received under the consent order. The appeal was dismissed, but on appeal to the house of lords the judgment was varied by allowing the claim to expenses, but no application was made to alter the terms of the inquiry. The chief clerk by his certificate awarded a sum as damages on the footing that there had been a wrongful detention of all cargoes commencing on their arrival in this country. The defendants applied to have the certificate varied, on the ground that the effect of the decision of the house of lords was that there had been no wrongful detention and that the plaintiffs were entitled to nominal damages only.

Held (Bowen L. J., dissenting), that the inquiry directed affirmed that there had been an unlawful detention by the defendant company of the eleven cargoes in question which gave rise to damages; that the inquiry could not be satisfied by finding merely nominal damages; that it was not competent to the court in working out the inquiry, not reversed by any court, to deprive it of all meaning by reviewing the circumstances under which it was made; that the inquiry was not affected by the decision of the house of lords and the certificate was right.

Decision of Cay, J. (61 L. T. Rep. N. S. 180; 6 Ry & Corp. L. J. 485), affirmed.

Per Bowen, L. J.: The effect of the decision of the house of lords was, that the taking possession by the defendants of the cargoes under the consent order was not wrongful, and gave no right to damages; that the court had no jurisdiction to give damages where there was only a threat to do a wrongful act; that the terms of the inquiry did not prevent the chief clerk from finding that there were nominal damages only; that as he had apparently proceeded on the ground that taking possession under the consent order was itself an act of detention which entitled the plaintiffs to damages, the certificate was wrong and it ought to be referred back to him to state what were the wrongful acts of detention in respect to which he found damages, and what damages he found in respect of them.

The court has no jurisdiction under Lord Carins' act to award damages where no wrongful act has been actually committed by the person against whom the injunction is claimed.—[High Ct. of Appl. Eng. Dreyfus & Co. v. The Peruvian Guano Co., 8 Ry & Co. L. Jour. 7.]

LIABILITY OF STOCKHOLDER FOR NEGLIGENCE OF AGENTS OF ROAD—TICKET AGENT EMPLOYED BY TWO CONNECTING RAILROADS.—A stockholder of a railroad company is not liable for the negligence of the officers, agents or employees of the company in the operation of its road.

Under the laws of Kansas a railroad company has the lawful right to purchase and hold stock of any other railroad company the line of whose railroad, constructed or being constructed, connects with its own.

Where the rights and powers of a railroad company are those of a stockholder only, in a connecting railroad, the railroad company on account of being a stockholder is not liable for the negligence of the connecting railroad.

Where two connecting railroad companies use a station jointly, or hire one person to discharge the duties of ticket agent for both, and such person sells a ticket for carriage over one of the roads, the other company is not responsible for the road over which the ticket carries the passenger.—[Sup. Ct. Kas. Atchison, etc., Rd. Co. v. Cochran, 7 L. R. A. 414.]

EJECTION OF PASSENGER—TICKETS—REASONABLE CONDITIONS.—Plaintiff purchased a return ticket from L— to C— sold at a reduced rate on condition printed on the face of the ticket, and signed by plaintiff—that it should not be good for return passage unless stamped again by the company's ticket agent in C— and there signed again by plaintiff as the original purchaser. Plaintiff failed to have the ticket stamped, or to sign it in C— and refusing to pay his fare on the return trip, was ejected from the train.

Held, That having failed to comply with reasonable conditions of the contract, he could not ride on it, neither could he recover for his ejection from the train after having refused to pay his fare.

Edwards vs. Lake Shore etc., R'y Co., Mich., S. C., June 6, 1890.

WAREHOUSE LIABILITY OF CARRIER.—The liability of a railroad company as carrier does not end until a reasonable time after the goods have reached their destination, and been deposited in the depot, when the liability of the railroad company as a warehouse commences. When the consignee of goods allows them to remain uncalled for for three days after he might reasonably expect them to have arrived, and they are destroyed by fire, the railroad company is liable only as a warehouseman, and not a carrier, and hence not liable for failure to deliver the goods, and is only responsible for them if the fire can be attributed in any way to its negligence.

AN IMPORTANT LEGAL DECISION.

The Inter-state Commerce Committee recently rendered a decision that will be of interest to every local freight agent. The case was that of J. B. Pankey vs. the Richmond & Danville Railroad Company and others. The following is a general resume of the case:

1. When a shipper of freight gives directions to a freight agent of the initial carrier at the point of shipment the particular route by which the freight shall be shipped to destination, it is the duty of the freight agent to make such notations on the way-bill as will reasonably and properly carry the freight by such particular route to destination.

2. A shipper at Troupe, Texas, directs the freight agent of a carrier to bill his freight from that point to Fort Lawn, South Carolina, via Vicksburg, Jackson, Meridian, Birmingham, Atlanta, Augusta, and Columbia. The freight agent simply inserts in the way-bill that the destination of the freight is Fort Lawn, South Carolina, "via Vicksburg," in consequence of which the

freight at Vicksburg is billed to Atlanta and consigned to the Richmond & Danville Railroad Company, by which it is carried to Fort Lawn without being carried by way of Augusta and Columbia, and as a result of this the shipper is compelled to pay eighty-six cents more for the carriage than if it had been billed via Augusta as directed by the shipper, the rates by all rail lines from Vicksburg to Augusta being the same, and not the same from Vicksburg to Fort Lawn via Atlanta:

Held, That in this the freight agent failed to do his duty; he should have made a notation on the way-bill via Vicksburg and Augusta; and upon request the initial carrier should refund to the shipper the amount of this overcharge occasioned by the oversight of its freight agent.

3. If, on the other hand, the shipper at Troupe, Texas, had given the freight agent no directions whatever as to the particular route by which the freight was to be sent forward to its destination at Fort Lawn, South Carolina, but had simply left it to the freight agent to select the route for him, as is frequently done by shippers in such cases, then, in that event, in selecting such route for the shipper, it would have been the duty of the freight agent to have forwarded the freight by the best and cheapest route for the shipper, so far as the freight agent knew, or was informed, and to have made such notations on the way-bill as would reasonably have carried it by that route, for in doing that service he would have been acting as the agent of the shipper as well as of the company.

WRITING ON RAILWAY AFFAIRS.

ONE of the most valuable contributions to railway literature is the recent work by Marshall M. Kirkman on "Passenger Traffic and Accounts," a notice of which has already appeared in these columns. The advantage of thorough education and training in railway affairs is universally conceded, and in this connection the following chapter in Mr. Kirkman's latest work will be read with interest.

THE PITFALLS INTO WHICH RAILWAY MEN FALL WHO WRITE ABOUT RAILWAY AFFAIRS—THE NECESSITY THERE IS FOR A GREAT COLLEGE TO TEACH RAILWAY PRACTICES.

Every writer pays with usurious interest for his shortcomings. I am myself a melancholy illustration of this. The ignorance, inadvertence and haste with which my first books were written have reacted upon me in various ways ever since. I hear myself condemned daily because of them. This is just. To illustrate: I once wrote that I thought the treasurer of a company a better accounting officer than the auditor because of the potentiality of the position of the former. The statement was purely gratuitous, unnecessary, absurd. Its result sickening to me. I should have said that an accounting officer was good or not, according to his wisdom, adaptability, experience, energy, determination, knowledge of human nature, and the respect paid him in his office. In another place I said there was an irrepressible conflict between the general manager and the accounting officer. This was extremely silly. Awful, in fact. I should have said that whenever we found a man seeking to exercise sole power we are quite likely to find a secret, adroit, insinuating and bitter foe to every one who stood between him and absolute power. This would have been true, would have been in better form, and would not have offended any one, because no one would have believed it applied to him. I should thus have escaped much spite, many unkind speeches, much enmity. However, the usury we pay for our mistakes is sure, sooner or later, to revert to

us in one form or another. This in explanation and apology.

One of the difficulties that those connected with a thing experience in writing about it, is to give it due perspective. If too near, they continually find themselves confounding practices with principles, mistaking local makeshifts for essential methods. This is why railway men who write find it so difficult to separate themselves from particular practices; why their books are so full of special instances. They attach importance to a thing or not just as they are familiar with it or not. Titles to them are exalted or otherwise, according to their local environment. They write and speak that which they know. Practical men find it difficult to write or think about a thing except from their own standpoint. It is only by observation and study that they can overcome this instinct. Railway men need to overcome it. Above all men they require to be above local superstitions, the antipathies of trade, narrow prejudice, envy, hatred.

The need of the railway world to-day is a great college in which its principles and practices may be taught; where corporate administration and its needs may be dispassionately studied, its philosophy and policy fathomed. A place where the student may for the moment separate himself absolutely from local prejudice, habit and purpose, from the strife for gain, position, power. Where he may distinguish between men and principles, between accident and design; between fundamental methods and makeshifts.

It would be the object of everyone who presumes to write for others to seek to supplement his intelligence by theirs. To induce them to go forward when he stops. To supply his omissions, correct his inaccuracies. In writing a book descriptive of methods and practices, the theories and principles governing must first be explained; afterwards the rules and regulations may be given; the two must go together. To lay down arbitrary conditions without explaining the principles upon which they are based is to ignore the intelligence of the reader, to seek to guide without enlightening him. It is because of this defect in some of my previous books that I have allowed so many of them to go out of print.

A man living near the track of the Florida Central & Peninsular road in Florida discovered a tree blown across the rails the other day, but gave no alarm, saying that it was none of his business and that he had his own affairs to attend to. His selfish indifference came near costing several lives, as a mixed train carrying a number of passengers ran into the obstruction and the engine and six freight cars were wrecked.

E. Taylor & Co., Cleveland, Ohio, are having a big sale for their electric goods. They are now putting out a \$5.00 Family Medical Battery that gives entire satisfaction, and fills all requirements of high priced batteries for domestic use. Agents are meeting with big success selling them. Circulars are free, address E. TAYLOR & CO., Cleveland, O.

Weber & Co., Pittsburgh, Pa. are now supplying twelve different roads with rubber stamps, punches and dating stamps, have recently enlarged their plant and now have the most complete stencil and stamp works in West Pennsylvania.

If you want to learn to play the guitar, don't fail to send to A. O. & E. C. Howe, 70 State street, Chicago, Ill., whose adv. appears in another column. Their self-instructor is just the thing you want.

The Iron Guard Fence around the Union Passenger Depot at Cleveland, O., was furnished and erected by the Van Dorn Iron Works, Cleveland, O. See advertisement on back cover of book.

C. Rinearson, assistant general passenger agent, with headquarters at Cleveland, will be chosen to fill the vacancy. The choice will be a wise one. There are few men in the passenger service more efficient, energetic and popular than Mr. Rinearson. He cares not only for the interests of his company, but those of the agents under him and others with whom he does business, and for the public as well, realizing that such interests are, in most cases, identical, and that a liberal policy towards the agents and patrons of a road is always rewarded. Mr. Rinearson is a member of the International Association of Ticket Agents, and has given valuable assistance and advice to that organization. His courtesy to the delegates in attendance upon the convention of the Railway Agents' Association, held in Cleveland last May, will long

However, of late years the fashion has fallen into disrepute, and it is now considered good form to write a hand that is at least legible. In the railway service, unfortunately, the conditions are often unfavorable for the exercise of whatever talent a man might have in the direction of good penmanship. Speed is too frequently the greatest consideration, and the average official is more interested in getting his correspondence out of the way expeditiously than anything else. Odd signatures are, perhaps, the rule rather than the exception among officials, but we have collected a few, which are presented herewith to our readers, that "defy competition." They are, with one exception, the signatures of well-known railway officials, and some of them will undoubtedly be familiar to our readers. We will give a year's subscription to THE

CURIOUS SIGNATURES.



be remembered. Whether Mr. Rinearson is promoted or not to this position he will always have the respect and best wishes of every agent in the country.

CURIOUS SIGNATURES.

Some misguided individual once made the ridiculous statement that poor hand writing was an indication of talent, and that all great men wrote badly. The host of wretched penmen hailed this declaration with delight, and based on it the assumption that, as all talented men were execrable writers, hence all execrable writers were talented men. Where this idea originated is not difficult to imagine, for many careless penmen have sought some excuse for their miserable chirography, and how natural for them to ascribe it to an excess of gray brain matter.

STATION AGENT to any one who will send us the correct names of these parties, this offer to remain open until September 15. Here is a chance to secure THE STATION AGENT for nothing. Don't all speak at once.

A WORD WITH KICKERS.

One of the characteristics of nineteenth century civilization is a proclivity towards so-called "kicking." The great American kicker, while omnipresent and well-nigh omnipotent, is unfortunately very far from omniscient, although, as a rule, he also possesses the latter gift, in his own estimation. Although everyone suffers to some extent from the "kicker," the editor—and we here speak of the fraternity in general—is made the special object of his persecutions. Right here, however, we want to say

that there are two classes of "kickers," one who have real grievances, and the other who "kicks" on principle and because their own sense of importance is materially increased by the thought that they are keeping a close watch on the universe and calling prompt attention to all deficiencies in the management of solar and terrestrial affairs. With the first class we have no fault to find. No one should submit to abuses, and if protests are not filed against such shortcomings they are very apt to be uncorrected. The intelligent and level-headed "kickers" have done much to promote progress and development in this country. We wouldn't give a picayune for the weakling who submits to imposition without murmuring, or who fails to lift his voice in indignant protest against what he may consider wrong, but with the "kicker," pure and simple, we have neither sympathy nor patience.

The editor of THE STATION AGENT has had more or less experience with the "kicker" since the publication of this paper began and we are qualified to speak with deepest feeling on the subject. Many of our correspondents have had cause for complaint, such as non-receipt of papers, delays in mails, etc., and in such cases brief explanations usually suffice. There are other "kicks" occasionally of the kind that every editor must labor with, and o'er these let us draw the pall of solemn silence. We want all of our readers to remember that in mailing 10,000 or more magazines to all parts of the country, mistakes are bound to occur, and while the percentage of misses in this office is less than one half of one per cent. of the total number of magazines sent out, they are numerous enough to cause us annoyance.

Hereafter we intend to make a specialty of attending to the demands of "kickers." All complaints of the non-receipt of papers will be investigated and documentary evidence mailed to the party interested that at least one post-office employee has been dismissed from the service in consequence. Two complaints from the same party for the same cause will be considered of sufficient gravity to demand the retirement of the superintendent of the mail service, and a third complaint will undoubtedly bring about a change in the head of the post-office department. The attention of our readers is particularly called to typographical errors in our columns. We have an accurate record in this office of just what printers set certain articles, and any dereliction of duty on their part should be followed with speedy and dire punishment. To the first reader who calls our attention to such an error or errors, we will mail an engrossed copy of the subsequent verdict of the coroner's jury, with other documentary evidence to prove that the intelligent compositor will never again deface the fair pages of this or any other magazine. Suggestions as to the policy of the paper will be given careful consideration, and demands for retraction of any

statement, if couched in persuasive language, will no doubt have the desired results. We might add, that if the parties interested in bringing about reforms of this character are above the average weight and height and possess a commanding presence, a personal call at our office will doubtless have greater effect, and result in speedier settlement of differences. We are prepared in such cases to take back any editorial utterance or otherwise stultify ourselves at very short notice.

To those of our subscribers who are not satisfied with the paper generally and who feel that their money has been wasted on the desert air, so to speak, we would say that, if at the end of the term to which such subscriptions have been paid, they will file written notice with us to this effect, we will cheerfully refund the money, and without extra charge furnish the ex-subscriber with a beautiful certificate admitting him as an inmate to any asylum for incurable imbeciles in the United States and Canada. This is an offer made by no other publisher in the country, and we feel sure that our readers will appreciate our enterprise in the matter.

THE GENEROSITY OF THE PULLMAN COMPANY.

Members of the International Association of Ticket Agents, and ticket agents generally, whether members of the association or not, for everyone in that branch of the service appreciates a courtesy tendered himself or his fellow workers, should not forget the generosity displayed by the Pullman Palace Car Co. in connection with the Denver trip. At this season of the year the demands upon the Pullman company for cars is always in excess of the supply, and in addition to the usual heavy call for sleeping car facilities, the Grand Army encampment held in Boston, Mass., on the same date as the ticket agents' convention in Denver will sorely tax the capacity of the Pullman people. In spite of this state of affairs, however, they have voluntarily placed at the disposal of the association all the cars needed for the trip without charge, a sacrifice on their part that will put them to great inconvenience and considerable loss.

Such splendid generosity is appreciated and will not be displayed in vain. The Pullman company has shown that it is the friend of the ticket agents and the latter will not fail to remember this when occasion presents itself.

A SPLENDID RECORD.

Without noise or bluster, the International Association of Ticket Agents has steadily been pushing its way to the front during the past six months. The enthusiasm exhibited at the Jacksonville convention has not died out and since that date the membership has materially increased. The progress of the association since its incep-

tion a year ago is a splendid testimonial to the energy and ability of the executive board. There has never been a doubt but that the association was in able hands, but this fact has been more than fully demonstrated in the past year. Too much praise cannot be given to President Brown, Secretary Carrel, Treasurer Venemann, Vice-President Lihou and other officers and members of the association, who have labored with intelligent zeal to advance its interests. A year ago, when the association was started at Cincinnati, there were few who believed in its future. To-day it is an assured success and those who have worked in the good cause can enjoy the satisfaction of knowing that their efforts have not been vain. THE STATION AGENT is proud of the standing and influence of the association. Since the first issue of this publication we have worked to attain this object and now that it has been accomplished, we take justifiable pride in the small part that we have taken in its affairs.

But the association is yet in its infancy. Much remains to be done and shrewd management in the future is as necessary as it has been in the past. The members and officers must not forget that activity, prudence and zealous efforts are needed to bring the association up to the standard it can attain. There are thousands of ticket agents to bring within the fold. The insurance feature is to be developed. The employment bureau is a factor that will play no small part in the future. Above all, individual interest should be taken in the affairs of the association by all members. In the past there has been too much indifference in regard to discussions and articles for the official paper and thus one of the main objects of such a medium has been partially defeated. We want to see a reform in this direction and trust that members will return from the Denver convention resolved to use their pens more freely for the benefit of their fellow agents. Mere local gossip or articles of congratulation over the progress of the association are not, in our opinion, what is wanted. Good, solid communications on ticket work and the many details of that branch of the service will be of practical value to every reader of the official paper, and will do more to ensure the support of officials than anything else. The association is intended for educational purposes as well as fraternal, and members should appreciate this fact better than they do.

Whatever action the Denver convention may take in the matter of officers for the ensuing year, the outgoing administration will always be remembered with admiration and gratitude by every ticket agent in the land.

If you are in need of a Wire Fencing, Wire office railing, or other Wire work read the adv. of the Forest City Wire and Iron Works on the third page of cover.



[This department will be devoted to the discussion of points that may be raised by our readers regarding station service. We shall endeavor, as far as possible, to give our own views on such subjects as may be brought up, but would prefer, except in cases where an answer is directly requested by our correspondents, that the readers of

THE STATION AGENT take an active part in the discussions, unbiassed by any statements on our part. Every answer given by the editor will be passed upon by competent authorities. Our readers should bear in mind, however, that the rules of various companies differ widely on many points, and it is impossible to give an "official" ruling, applicable in every case, through the columns of a publication. Our views are simply based on the best experience of practical railroad men, and should not be accepted when at variance with the regulations of the company employing the correspondent who may make use of this department. We earnestly invite our readers to make use of this column. Ed.]

AN UNREASONABLE OFFICIAL.

EDITOR THE STATION AGENT:

The question asked in your July paper in regard to the consignment of live stock received at a station with C. O. D. attached to way-bill for collection of cash fare. I think your answer to this is correct, as the agent could do nothing else but deliver the stock. The conductor is the one to look out for his fare, if he allowed the parties to ride on his train without paying.

I want your judgment on the following, as well as some of my brother agents: An agent receives at his station a shipment of live stock. The stock is unloaded; but the agent has the keys to hold the stock in the pens. The consignee comes to the office after the stock is unloaded and offers in payment of freight on the stock a check. The railroad company will not accept checks as payment. The agent telegraphs the bank to know if the check is good. He receives in reply that the consignee's check is good for any amount. The agent delivers the stock, takes the check and collects the express charges on the check going to the bank and for the return of the money to him. But before this money is returned the traveling auditor steps in and checks this agent up and finds him short some \$350. The traveling auditor will not wait for the money to come from the bank, nor will he take any explanation from the agent, but reports the agent short to the superintendent and discharges him on the spot. What can be done in this case? Who is to blame—the agent, the auditor or the company for not looking into such matters? The agent had no feed to feed the stock, and the consignee would not pay the money, and the check had to be sent to the town in which the bank was to collect it for remittance to the railway company.

G.

[We should like to preface our comment on this communication by an emphatic statement of our opinion of the traveling auditor in the case, but under such circumstances silence is more eloquent than words. If we were in the agent's place we should certainly make a vigorous appeal to the higher officials for justice. It would have been better in the first place, however, to have wired the home office for instructions; but we believe that ninety-nine agents out of a hundred would have done just what our correspondent describes above. The

telegram from the bank that the check was good for its face value, and the records of the agent to show that it had been received and forwarded for collection, should have satisfied the traveling auditor. Such cases of injustice as this are what drive good men to drink.—ED.]

THE NEED OF GREATER CARE.

EDITOR THE STATION AGENT:

I note your request for notes on question of "Over-charge" in July number. It seems to me there is but little to say as regards this question, as all roads have special rules governing cases of this character. Claims for over-charge on weights or rates should be made before final delivery. When such delivery is made, a claim for over-charge in weights and for a refund is inadmissible, as goods must be re-weighed before correction can be issued or refund made by the agent making such delivery. Of course, this is a strict interpretation of rules. Where such claim is made it should be accompanied by the original invoice bill of lading, expense bill and claimant's bill for such over-charge, to which can be added a statement by the agent, with a copy of billing, showing all notations in full, which should be referred to the proper head of department for adjudication. If for a claim of error in rates, my practice has always been, where satisfied the rate was wrong or where an error in extension had been overlooked, to issue correction on billing, and, where auditor's rules did not govern otherwise, to make a refund, using such receipt for refund as a voucher to balance the correction. Auditing departments of different roads have different rules to govern these cases. Many agents re-weigh all freight, thus verifying billing. Much of the trouble, expense and unpleasantness arising from errors could be avoided were agents or their subordinates more careful in weighing or billing and, where errors occur, more prompt with corrections, thus avoiding refunds and the trouble frequently arising by neglecting precautions which they could employ to protect both themselves and the company.

C. W. M.

Arkansas Junction, Ark.

DISCUSSING THE BAGGAGE QUESTION.

EDITOR THE STATION AGENT:

I notice in the July number a query by an agent as to what "Legally Constitutes Baggage." This question, it strikes me, can only be decided by the legal tribunals of the different states or by act of congress governing the whole. In the several states where the supreme court has not passed upon this question, it becomes a law unto the railroads themselves, and is governed entirely by special rules or instructions, and involves questions of surroundings peculiar to the country through which such road may pass. It strikes me there should be a general understanding upon this subject among the railroads themselves, as upon the large trunk lines passing through two or more states the law regulating this might conflict, and, therefore, should be regulated more in the spirit of inter-state law. It would be difficult in some ways to define tastes, habits, calling, etc., *vide* the Georgia decision as to how far the length or shortness of a journey might enter into the question of quantity and kind of baggage one might be entitled to have transported free. The traveling agent of a commercial house is allowed fifteen pounds of personal baggage, where it is well known it consists of odd sets or pieces of boots, shoes or gloves, etc., whilst the whip-rack of the whip manufacturer is on some roads refused. They are both on the same errand,

but it shows how varied is the manner of interpreting what is baggage. The carpenter's tool chest is not wearing apparel for his immediate use, but his stock in trade as a means of earning a livelihood: so is the sand-screen of the plasterer, yet the latter cannot be checked. It strikes me that the law governing this is largely a law unto the railroads themselves, and varies with different circumstances of locality and seasons. It is a law regulated to a greater or less extent by circumstances and governed by competition or a desire to do something more or different in a way to catch the public eye to increase trade. An agent should be governed by whatever special instructions are issued by his company, and in the absence of such use his own best judgment. It is not always a question with the agent of what he is compelled to do, but often what is best to be done to further the interests of the company. In the absence of special instructions, and the party having no other baggage, I should check the tent and poles.

C. W. McREYNOLDS.

Arkansas Jct., Ark.

ERRORS IN BILLING.

EDITOR THE STATION AGENT:

While I was one of your original subscribers, having at the time been a station agent, I have since placed myself "on the shelf" and am dead to the fraternity. Although still connected with the station work, for having followed it for twenty years I confess that I do not know anything else, I occupy a position at a very large station, and have been much interested in reading in your paper the workings of various large stations and think the grounds have been well covered. But in all of the valuable writing on station work that I have seen, I have not read anything on a particular subject that seems important, and one that I have thought for some time I would write an article for your paper on, viz.: "Errors in Billing." We handle here way-bills from almost every railway in the country of all sorts, sizes, shapes and colors. If you should conclude to publish such a letter I should like to plead first with those officers on each road whose duty it is to block out the forms for a uniform size and form of way-bill. The freight auditors should bring this about in their conventions. It seems to me important also that there should be a uniformity in terms, both as to charges and calling of packages. For example, back charges, to my mind, should be "back charges" the world over, and not as some roads express it simply "charges," and at the same time for local or line charges have their forms printed "unpaid charges." The back charges are unpaid and even freight charges become back charges. There are almost as many ways of expressing these terms as there are roads to express them. Then, as to packages, the claim agents surely find a necessity for uniformity as well as everybody handling at destination. While this is a smaller matter, at the same time if one billing clerk calls a certain package one thing and another something else trouble is imminent and confusion almost certain to follow. For example, a bale should be written bale and not b-e, for bale is not a long word to write, nor is box, and barrel should only be abbreviated as bbl. I know at least one bill clerk, the Alton man at East St. Louis, if you will allow me to particularize, who will start a "blanket" with 1 c. B. & S., and will undertake to ditto this to the bottom, through all the notations and irregular entries on to the close. Everything with him is a "case." A case of cigars is a case all right enough, but a box of soap—common soap, at least—is always a box and should be so called. More space should be used than is common with billers, and also less ink, for with the least care in the world a little ink is ample, regardless of number of copies required. If some of the agents

could see their way-bills after they have passed through several transfers they would not want to "father the job."

I have spoken of one Alton biller, and will say further that the biller at Chicago either has too much work to do or could not bill under any circumstances. Such billing as is sent out from that station by at least one clerk in question is a disgrace to the profession. I plead for that form of billing in particular that has no writing on the back of the way-bill at all. If a bill is backed the ink obliterates entirely the important matter on the face of the billing, and while most roads have gone to the expense of printing briefs on the reverse side of their forms, nine-tenths of the billing clerks to-day do not fill out such briefs. In other words, the backing of way-bills is a thing of the past, and ought to be. Much time is saved at junction stations if way-bills are so printed as to fold face out, showing destination, etc., *i. e.*, current car number. Also an extraordinary effort should be made by agents at junction points to see that clerks be not allowed to stamp transfers in the charges columns. This is an aggravating error, and is done regardless of consequences and with impunity. Most agents at large stations are too busy to attend to such details, and it will only be remedied by agitation in yours and similar papers. I am aware, as I have intimated in regard to the C. & A. Chicago biller, that most billing clerks have to do their work in a hurry. I know it from experience, and also from observation, and I know, too, that the average shipper delivers his freight late in the afternoon, say after 4 P. M., and that if the billing is done by clerks who have already been on duty since morning the work is skimmed over, rushed off and neglected; and even if the billing is done by men who come on duty at 1 o'clock P. M., the natural tendency is to get through and home, and the business is rushed under all circumstances. Consequently, we need not expect the same degree of accuracy in manifesting as in other kinds of station work; at the same time, with a uniform way-bill and uniformity in terms, etc., as indicated above, these errors can be largely overcome. Hoping no offence will be taken by my reflections, I remain fraternally "for the good of the order."

H.

[In a subsequent issue we will endeavor to give this subject further attention. In the meantime we would like to hear from our readers and have their views on the question.—ED.]

THAT QUESTION OF OVER-CHARGE.

EDITOR THE STATION AGENT:

In connection with the question of over-charge raised in your July issue, I think that by all means the shipment should have been weighed at consignee's store by the agent or some representative of the company, and, if the weight charged for was found to be excessive, a refund should have been made at once, provided the agent was satisfied that nothing had been taken from shipment since leaving his depot. With all due respect to Mr. Kirkman's system, "that after collection reference should be made to freight auditor," I would like to say that the laws of some states, such as Texas or Arkansas, will not permit of this being done. When a legitimate over-charge is claimed, it must either be settled at once (if claimant so desires) or the agent will run a risk of infringing the state law and subjecting his company to the heavy statutory penalty attached thereto. Of course, it must be remembered that the exactions are different governing state and inter-state shipments. Mr. Kirkman also says that weight should be tested before delivery. Good enough, when practicable; but suppose the consignee has a regular drayman who hauls all his

freight? The chances are that he (consignee) will not discover the over-charge until the shipment is actually delivered. In cases of this kind, governed by no particular code of rules, an agent should be guided by the law of equity, and see that in his final settlement with consignee he has collected revenue only on actual weight carried. He can clear the surplus amount billed to his station either by correction sheet or relief claims, as the rules of his auditing department direct.

M. P. MORRISSEY.

Galveston, Tex., July 14.

AN ARKANSAS AGENT TALKS SENSIBLY.

EDITOR THE STATION AGENT:

I notice some very interesting articles in your July number, and some that are of great importance to all agents. I presume their experiences everywhere are somewhat alike, being varied a little by locality and position. The article "How to Get Up" is particularly noticeable. The writer has undoubtedly been one of the boys on the line, and he echoes my sentiment exactly. Those who were never out on the line do not know what the agents have to contend with, nor the ups and downs and the disadvantage under which they often labor. I shall not try to give you any account of my experience as a station agent, as your correspondent has so minutely and accurately described this position; but, say, let us all try to emulate his example and be of some service to ourselves and our employers.

Also, in your discussion of "Over-charge If Weight," you ask for the opinions of your readers. I remember one case that came under my observation and was decided by the United States circuit court. (I have the decision as clipped from a paper.) This was a claim for over-charge in weight, and consignees wished to settle according to weights inserted in bill of lading, the actual weight being considerably more. This being refused by agent, suit was brought to recover over-charge, but was decided in favor of the defendant. The court decided that "the weighing of freight is purely a mechanical process and may be done at point of shipment or at the point of delivery. Where the weight of merchandise is unchangeable, the carrier or the consignee may ask to have the weight verified up to the moment of delivery." This leaves us to understand that we can not be forced to do so afterward, but I think we should always be governed by circumstances; that is, we should show our patrons as many courtesies as possible, without very greatly inconveniencing ourselves, whether we have competition or not, for some time we may need their assistance, and, in case we ever should have competition, these things would certainly be remembered against us. It won't do to stand too strictly on technicalities; in fact, I don't think it the wish of our officials.

W. J. BRANSFORD.

Lonoke, Ark.

THE SANTA FE'S BAGGAGE RULE.

EDITOR THE STATION AGENT:

Your request in July number for comments on "What Constitutes Baggage." Tent poles and tents should go as freight or express. On this line we are allowed to check bicycles, saddles in sacks and tool chests. We also check board boxes that are provided with suitable handles as baggage. Baskets or packages that will sustain damage through the necessary handling and storage in the baggage car are not accepted as baggage.

AGENT,

A. T. & S. F. R. R.

Subscribe for THE STATION AGENT.

THE RAILWAY CLERK'S DEPARTMENT

—CONDUCTED BY—
Box 526. GEORGE A. ROUND, Concord, Mass.

IN spite of the torrid temperature which has prevailed all over the country and sapped the energies of humanity, there does not appear to be one degree of abatement in the genuine enthusiasm, manifested in so many localities, at the rapid organization of the great army of railroad clerks of America. The month of July has brought at least two new organizations, both started under the most flattering auspices, and the movement is but just begun. As clerks in different localities realize the benefits of a well-conducted organization, as exemplified by the Boston, Troy, Detroit and other societies which have already been found; they will wish to place themselves in this line of progress. The matter of forming a National Association of Railway Clerks is one that is brought prominently to notice at present. The editor is receiving letters from many sources all favoring early action. In one instance the date has been suggested, that of October 15th, and the same party further suggests that Buffalo be a favorable locality for the first convention. This date may be a trifle earlier than is practicable, considering that many are engrossed with summer vacations during August and early September, still the time seems to be ripe for immediate action. The editor would like to get at the views of railroad clerks all through the country on this point, and would request that any reading this send me a postal card (addressed as per the heading of this department), giving the following information:

My preference for place of a national convention is——— and my choice of date is———.

Let all take hold of this matter, and I shall hope to be able to give something definite in our next issue. The movement is making great strides to success, and at no distant date, I predict that the National Association of Railway Clerks will be one of the powerful organizations of the country.

G. A. R.

THE BOSTON SOCIETY.

The annual excursion of the Boston Railroad Clerks' Association occurred on Saturday, July 26, and it was one of the most enjoyable trips of the kind recorded. The weather was delightful, the company large and everyone who participated pronounced it a grand success. The details of the "outing" are given in the following clipping from the *Boston Daily Globe*:

Three cars started yesterday morning on the Fitchburg road with the fifth annual excursion of the Boston Railroad Clerks' Association. There were two hundred people in the party.

The Fitchburg and the Concord & Montreal railroads furnished the train. At Concord, N. H., a stop was made long enough for the party to greet General Passenger Agent F. E. Brown, who was given three rousing cheers. The train arrived at Wiers at 11:45, where dinner was served at the Lakeside hotel. At 1:45 the party boarded the *Lady of the Lake* for Wolfboro.

While on the boat President Coon called the company to order, and the thanks of the club were unanimously voted to General Passenger Agents Watson and Brown for their ser-

vices in making the trip successful. Mr. Brown was elected to honorary membership in the association.

Supper was served at Wiers and the return trip was started at 6:55, the party arriving in Boston at 9:40.

All the details of the trip were carried out by the officers of the association.

Among the guests of the association were: James P. Manning, chief clerk motive power department; E. B. Chamberlain, chief clerk claim department, N. Y. & N. E. railroad; George M. Roberts, New England passenger agent of the Pennsylvania railroad; Mr. Choate, of the Rand, Avery Supply company; Mr. Brown, chief clerk passenger department N. Y. & P. & B. railroad; Dr. W. C. Crocker, of Foxboro, C. H. Knights, chief clerks treasurer's office N. Y. & N. E. R. R.; W. C. Dell, chief clerk passenger department Old Colony railroad; E. A. Nutting, chief car accountant; F. S. Solomon, chief clerk roadmaster's department N. Y. & N. E. R. R., and A. B. Averill, chief clerk locomotive department Fitchburg railroad.

Among the others present were: George Barnes, J. C. A. Hay, W. I. Thurston, W. P. Este, J. A. Willard, J. C. Durand, R. G. Phillips, A. R. Hersom, W. P. Young, L. B. Teban, F. A. Bickford, W. P. Plummer, R. S. Ray, A. F. Simmons and wife, W. S. Kimball and wife, G. H. Coon and wife, Mrs. A. R. Hersam, Mrs. E. B. Chamberlain, Mrs. E. G. Chamberlain, Mrs. E. A. Nutting, Mrs. Herrig, Mrs. H. C. Babcock, Mrs. A. B. Averill, Mrs. I. B. Richmond, Mrs. F. A. Bickford, L. S. Tandy, W. R. Stickney, M. R. Perry, I. B. Richmond, G. E. Hubbard, George W. Towle, Jr., C. H. Davis, George Davis, E. J. Johnson and wife, E. A. Drew and wife, G. F. Williams and wife, E. E. Tupper and wife, Miss Pond, Mrs. C. H. Knight, Mrs. Snow, Mrs. Gray, Mrs. T. P. Manning, Miss Manning, Miss Montony, Miss Knowles, Miss Benson, Miss Whiting, Miss Julia Davis, Miss Walker.

THE ST. LOUIS SOCIETY.

What a wide-awake, progressive band of clerks our brothers of St. Louis are, to be sure. Secretary Maroney writes to us, under date of July 19, that "the extremely hot weather we have been having has not checked the zeal or prevented the members from attending the meetings." This is grand news, and we shall expect good work from the St. Louis men in organizing the national association. A prominent and well-posted member of the association sends us an interesting batch of personals as follows:

Bro. John A. Roederer, the genial chief clerk of the Wabash, has lately taken an able assistant in the person of Miss Celia M. Cramer, to whom he was married on the evening of June 17, at the Church of the Holy Name. After an extended trip in the East, during which time they visited Niagara Falls, New York and the watering-places, they located in North St. Louis, where they are now at home to their friends. Mr. J. D. Childers, the chief bill clerk of the same office, is contemplating the same happy "plunge" and a similar tour about the middle of August. The congratulations of all the boys are heartily extended to our brothers in the toils.

Bros. E. L. Roederer and W. O. Life, of the I. & St. L., "doubled up in a brother act," making their debut on the platform of the above-mentioned road during the recent strike of Bro. Life's men. They "do" a bicycle act, using the company's trucks instead of the common machine. It is stated on the authority of a spectator that Bro. Life did an excellent song and dance, the words of which song I fear will not bear repetition in your paper. Bro. Life was actuated to this effort by the accidental discharge of a heavy load from Bro. Roederer's truck upon his foot.

Bro. John W. Ferguson has built himself a lovely home at Clifton Heights, where his beautiful and accomplished daughters lend their talents to further the interest of local charities.

Bro. S. A. Friese lately resigned his position as cashier of the L. & N. to engage in the stationery business on his own account in East St. Louis.

Bro. Dan Delaney, of the M. & O., is establishing quite a reputation as a composer. His latest success is entitled "Never Again," which has been set to music by a lady friend (Miss Wilson) and is being published by a leading music firm. The western clerks have a penchant for song writing. Mr. John J. Flynn, late of the Bridge company, now in a bank in

Louisville, wrote an opera, entitled "Althea," which has been successfully "staged." Mr. Flynn is a poet of no mean ability.

William P. Christie, an old-time clerk of St. Louis, died, July 2, of congestion of the brain superinduced by heat. A delegation of three carriage loads from the St. Louis Bridge company's office attended the funeral. The following clerks acted as pall-bearers: Thomas D. Ligon, T. P. Duffy, F. S. Hunter, Tipton Stilwell, William Nicholson and A. C. Moroney.

H. C. Mordue, chief clerk of the L. & N. at East St. Louis, has been promoted to the agency of the same road at Louisville. It is supposed that the vacancy will be filled by promotion from the billing department.

The clerks of the St. Louis Bridge company have formed an investment association for the financial improvement of its members, which is worthy of emulation by the clerks all over the country. It has been organized a little over a year and has already several valuable pieces of property, and is making good interest on all money not invested in real estate or otherwise. On pay-day each month each member pays his assessment and it is invested for him by the board of directors. Any member can draw out at any time by giving a month's notice, getting all the money put in by him and interest on the same. This is a good scheme for saving money. The clerks have more confidence in the association, knowing as they do all connected with it, and more readily enter into the scheme. This association has been the cause of several clerks saving more money in the last year than during all the balance of their service as clerks.

C. W. Reynolds, a collector of the Bridge company, succeeded Bro. Friese as cashier of the L. & N.

Bro. C. E. McClure, contracting agent of the C., C. & St. L., recently returned from a visit to his home at Mattoon, Ill. Bro. McClure is a hustler in the cause. He is chairman of our executive committee.

Bro. James Geagan, special agent of the Cotton Belt, had a slight touch of sunstroke during the recent hot spell, but is all right again.

TRACER.

THE DETROIT SOCIETY.

No special report has been received from this association this month, but that they are enjoying a good share of prosperity is an assured fact. Secretary Kellogg writes as follows regarding a national association:

In my last letter I did not have time to give you my views as to the advantages in forming a national association of railroad clerks, and will try now and mention what I consider the most important. In the gathering of representatives from the different parts of the country in convention, where all are interested in a common cause and work, it cannot help but be beneficial to each and every delegate by enlarging his views and giving him points in regard to railroad work that probably he never understood before, even though possibly he is a veteran in the service, and by benefitting a delegate you benefit the association of which he is a member. Besides, it brings the clerk more prominently before his superior and will help to call to his mind that a clerk is quite a factor in the workings of his corporation. It also makes new acquaintances and helps the clerks socially.

The following "personals" from Detroit were received just after the editor had closed his "copy" for the July number:

Mr. Sam Eaton, a member of the Detroit association, who has acted as claim clerk for the Grand Trunk railway for some time past has been appointed traveling passenger agent of the D., G. H. & M. R. R.

Mr. C. A. Major, assistant chief clerk of the Michigan Central local freight office and treasurer of the Detroit Railroad Clerks' association, has been spending his vacation in the Catskills.

President J. H. Hanna is rusticated in Canada, on the shores of Lake Erie, during the warm weather.

Messrs. E. S. Clay, J. J. Hanna and William Hereford, of the L. S. & M. S. local office, have issued a challenge to row any three railroad clerks in the city from one to five miles for fun. They had a race in June with the steamer City of Detroit and beat her on a mile pull. The steamer travels at the rate of eighteen miles per hour. You can imagine what oars-

men our boys are. [We fear our correspondent has been practicing on fish stories. Such rowing beats all records.—Ed.]

THE KANSAS CITY SOCIETY.

A most favorable report comes from this large society, and we extend our congratulations and also take pleasure in expressing our thanks at the action of the society in adopting our magazine as their official organ. Bro. A. G. Compton, the efficient recording secretary, tells us some interesting details as to the organization and history of the association. I quote from his letter as follows:

Having been sick since my attendance of the first meeting in May, I am not very well posted as to just what has been done, but am advised by brother clerks that the association is running along smoothly. The association was organized with the following officers: Mr. Christian, of the M., K. & T., president; Mr. Shephard, of the K. C., St. J. & C. B., vice-president; Mr. Sheriff, of the K. C., F. S. & M., treasurer; Mr. Croswell, of the M., K. & T., recording secretary; Mr. Burton, of the A. T. & S. F., financial secretary, and Mr. Collins, of the A. T. & S. F., sergeant-at-arms. The executive committee consists of one member from each line represented in the association. During the month of May a social hop was given by the association, which was a complete success both socially and financially. July 3 being regular election of officers, the following gentlemen were elected for the ensuing term: Mr. Shields (Mo. Pacific), president; Mr. Read (Rock Island), vice-president; Mr. Sheriff (Ft. Scott), treasurer; Mr. Relgin (Inspection Bureau), financial secretary; Mr. Compton (Santa Fe), recording secretary, and Mr. Manlove (C. K. & N.), sergeant-at-arms. At the first meeting in May THE STATION AGENT was adopted as the official organ of the association. Our association has experienced some trouble in regard to halls for meeting purposes, not being able to procure suitable quarters, but we expect, as soon as possible, to secure a place for ourselves exclusively, where we may meet regularly once a week and oftener if desired. Our membership reaches 78, and I can safely say we are unanimous for a national organization. "Whoop her up all you can."

THE BUFFALO SOCIETY.

Secretary Wallace reports that nothing of importance to chronicle this month outside of the "moonlight excursion," which took place July 30, the steamer Mascotte having been chartered for the occasion. We shall hope to give full details of this event in our next.

THE CAIRO SOCIETY.

Although one of our youngest societies, the association at Cairo, Ill., is already on the road to a splendid success. We greatly appreciate the action of the association in adopting THE STATION AGENT as their official organ, and shall do all in our power to help the cause along in their locality. President Bassett gives us the following facts of interest:

We are now an organized association, having procured the necessary charter from the state of Illinois, but owing to the exceedingly hot weather have been unable to do very much. July 3 the Cairo lumber dealers and others tendered us a complimentary excursion on the Ohio river. About two hundred participated, and it is needless to say that all enjoyed it. We had eight new applicants for membership at our last meeting, making in all, up to date, 78 members and more to hear from. Our secretary, R. S. Lowe, is now visiting the northern lakes, having had very poor health of late, and we all wish him a speedy return and better health. I am glad that some of our brother clerks in the north are advocating a national association, and I agree with them that the Boston association should make the first step towards it. There is nothing like getting acquainted with each other and pulling together, helping each other when out of employment, and, when we meet a fellow-clerk from a distant city, to extend to him a hearty welcome among us, making him feel that he is not a stranger in a strange land.

Regarding this association, the Cairo *Bulletin* remarks: "The association will hold its regular meetings through the

summer. It is the youngest but already one of the strongest organizations in the city.

DEPARTMENT NOTES.

We have received no further details of the New Albany association, but shall hope to hear interesting details from Bro. Staley in the September issue.

The editor desires to acknowledge receipt of complimentary tickets for the moonlight excursion of the Buffalo association and express his hearty thanks, regretting his inability to attend.

It is proposed to organize an association at Pittsburgh, Pa. We hope the idea will be carried out.

We shall publish shortly a sketch of the life of Secretary J. F. Kellogg, of the Detroit association, which will be read with much interest, as Bro. Kellogg has done a great deal to make this organization a success.

The clerks of Montgomery, Ala., are forming an organization under favorable auspices, and we shall hope to hear from them next month.

The Boston association will resume its meeting on Monday evening, September 15.

We hope to hear from clerks in other cities, and the editor will be glad to furnish any information or help possible.

Don't forget to write us your preferences as to time and place of national convention. Address all communications to the editor, Box 526, Concord, Mass.

W. S. MOORE.

W. S. Moore, president Railway Clerks' Association of St. Louis, was born near the village of Detroit, Pike Co., Ill., June 17, 1850, and worked on the farm from the age of ten until 15, receiving during that time only a common country school education. From 1868 to 1871 he attended the Illinois Soldiers' College at Fulton, Ills., which was a great advantage in after life. On leaving school in 1871, Mr. Moore took lessons in telegraphy and railroading in the local office of the R. R. I. & St. L. at White Hall, Ills., under George Carroll, agent, and in four months' time received an appointment on that line as acting agent and operator at Erie, Ill., and on return of the regular agent two months later was given a permanent position as operator and clerk at Monmouth, Ill. In March 1873 he was offered a position at greatly increased salary with the St. Louis & Southeastern at East St. Louis. Though that road changed hands and names several times afterwards he was under the same agent seven years in freight, ticket and telegraph departments. In 1880 he resigned to accept a position with the N. Y. & N. E., at Providence, R. I., where he rose to be chief clerk and cashier, serving as such until March 1st, 1882, when he again went west to accept the assistant cashiership of the I. & St. L. railway at East St. Louis. In 1885 he was made cashier, vice F. X. Roederer, promoted to agency. Mr. Moore has experienced 19 years continual service in various departments, and during that time has never been discharged nor lost a day's time. He is a married man of family, having married Miss Minnie, daughter of John Webster, in Providence, R. I. An excellent likeness of Mr. Moore is given on next page. He was an active mover in organizing the Railway Clerks' Association of St. Louis, and was selected as its first president. He strongly favors a national association.

Don't Shoot! Wait a minute and write for catalogue of guns, revolvers, etc., to Great Western Gun Works, Pittsburgh, Pa.

OUR NEW ENGLAND LETTER.

[From our Regular Correspondent.]

JULY has been a hot, broiling and dust-laden month in New England, and as the majority of people have been impressed with the idea that some other place was a little more comfortable than home, the natural result has occurred, the volume of railroad travel has been large, excursions have been numerous, and our friends, the station agents, have had to do their usual amount of "hustling." "Dog days" have opened with all their proverbial characteristics, and sweltering humanity is reduced to a sort of collapsed impression that it is surely "going to the dogs." But the philosopher who guards the corporation's interests at the railroad depots adapts himself to his surroundings and moves on in his daily routine without regard to the state of the temperature or the degrees of humidity. Vacations are, as a rule, of a legendary nature to him, something vague which in rare instances assumes a tangible form, and he accepts the circumstances with good grace and "bobs up serenely" every morning as if his life was one continual vacation. To the man who is living in a blue tinted atmosphere and never gets his eyes focused in the sunbeams, I would advise him to go to one of our little New England depots and spend a half hour with the jolly man who is in charge. It can't fail to do him good and he will learn that there is much of the golden in life in spots where he had little dreamed of.

The regular monthly meeting of the New England Railroad Agents' Association was held on Saturday evening, July 19, at the United States Hotel in Boston. The attendance was small but the meeting was a pleasant and profitable one to those present. President B. H. Bacon was in the chair, and in the absence of the secretary, Mr. E. P. Paine of Mansfield was chosen pro tem. After the reading and acceptance of the records of the previous meeting, the report of the excursion committee was taken up and after some discussion as to the point to which the excursion should be made, it was decided that a trip should be made to Lake Winnepesaukee up in the New Hampshire hills, and the following were chosen as a committee to make all the necessary arrangements: C. W. Morgan, B. & O. R. R.; E. P. Paine, O. C. R. R.; G. W. Proal, B. & M. R. R. No other business of importance was transacted and the usual banquet followed the adjournment. It is expected that a large number of agents will join the excursion, and present indications are favorable for one of the most successful events in the annals of the association.

There seems to be some peculiar influence or fascination about railroad business which has some magnetic power to hold one in its grasp. How many instances occur to us of men who have been brought up in railroad business circles, who have made a temporary change in their vocation, only to return to their original labors in a greater or less period. Perhaps this may be the result of a certain amount of bustle and excitement which is a characteristic of the business, or it may be that one who has been a railroader for years finds himself unadapted for other trades and professions. His life has run too long in one groove to be easily turned into other channels. However the solution may appear, the fact remains of the subtle influence, whose presence is the key to the remarkable number of instances in New England railroad life, especially in the station service, where faithful men have given the majority of their years to this branch of labor. During the past month I have received a long and interesting communication from an ex-station agent, and although he is adverse to having his letter printed in full in THE STATION

AGENT, he will not object to a few quotations, which will be of interest to agents in general, as the result of long years of observation, and as coming from one who has retired, at least temporarily, from an agency and has more time to consider questions which his past experience has made prominent. My friend writes as follows:

As you have asked for communications from any one interested in the subject, I venture to add to the "scrap heap" a few comments from one who has regained his freedom, and can draw a full breath in peace (it was in *pieces* before). Railroad business seems to have a fascination (like that of a serpent). The term "station agent," appears to be a misnomer if "gent" or "gentleman" means a man free from work or business cares. Having been in the railroad business about thirteen years, at various stations and on different roads, I have had considerable opportunity to observe, as well as participate in, the joys and sorrows thereof. Perhaps the sorrows are the more useful as they lead one to hunt for the cause and a remedy to prevent future troubles. There is one serious drawback, however, in this connection. An agent may be ready with a remedy, but powerless to administer it, not being able to reach the "head," and most medicines are useless unless applied *internally*. I have noticed this particularly in connection with way billing. I think it is a commonly understood rule with freight agents that all way-bills *received* should be carefully revised for errors. Would it not be a labor-saving practice to review and correct the way-bills *before they are forwarded*, thus cutting the weeds before they have gone to seed? Some may claim that such methods require too much red tape, but I prefer red to "the blues" and, "a stitch in time saves nine," as well as cash to the agent frequently—as I have found from experience. Having tried two methods of running station business, first, by keeping accounts loosely with as few records as possible; second, keeping careful accounts and checking nearly all work, I want nothing more to do with the "loose" method.

The above comments contain many gems of fact, but I think I should take exception to one statement my friend makes above, that an agent is "powerless to administer it, not being able to reach the 'head.'" Technically speaking, an agent's power to change certain rules may be limited, but I believe that a wide-awake, intelligent agent has more influence with the "head" or the officials, than he may be aware of. It strikes me that a mistake often made is that the agents feel that the officials look upon them as merely mechanical automata, when in point of fact, the official looks upon the agent as a very important part of the great machine, and of which he himself is but one of the component parts. If an agent sees a point in the system which he considers defective and can give sound reasons for his claim, there is not an official in New England, that I am aware of, who would not appreciate the views and suggestions of the agent, and the latter would raise himself greatly in the estimation of his employers. It is not necessary

to annoy the officers of the road with little trivial matters which would be sure to right themselves, but any point involved in the vital principles of the road's system which can be improved perceptibly by a remedy suggested by an agent, such an opportunity should not be thrown away. The most successfully managed roads in the country are those where the official and employee work together in perfect accord.

NEW ENGLAND NOTES.

Burglars entered the depot of the Fitchburg R. R. at Concord, Mass., early this month, but secured no plunder.

A railroad, the Kennebec Central, has been opened between Randolph and Togus, Me., with two trains each way daily.

A. R. Carter, Old Colony agent at Canton Junction, Mass., and Frank Jackson, Boston & Albany agent at Newtonville, Mass., have joined the New England Railroad Agents' Association.

Geo. H. Sheldon has resigned his position as agent of the Fitchburg Railroad at Hubbardston, Mass., to accept the agency of the Marlboro, N. H., station of the Cheshire R. R.

F. W. Cram has resigned the position of manager of the New Brunswick railway, and is succeeded by H. P. Timmerman of Port Arthur.

The New York, New Haven & Hartford road has purchased a large tract of land in Willimantic, Conn., and it is thought a new depot will be erected at the west end of the city.

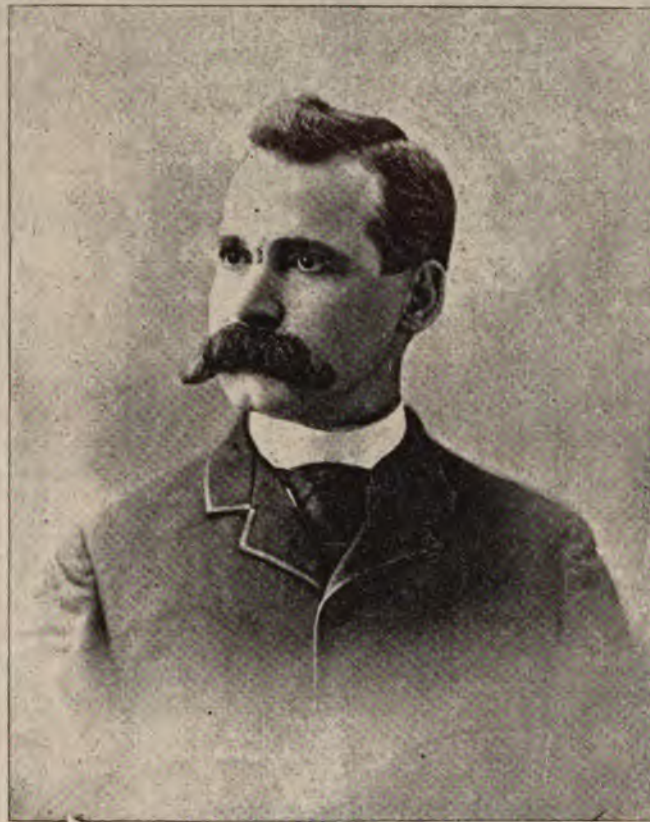
The Boston & Maine has erected a new depot this season at Intervale, N. H., in the White Mountain district.

G. W. Aborn, a former station agent of the B. & M. Railroad, died suddenly at Wakefield, Mass., July 24th.

The B. & M. Railroad will begin work on a new depot at Malden about August 1st. They will also erect a new freight depot at Oak Grove.

The New York & New England Railroad has been petitioned to build a branch from Taftville to Baltic in the "Nutmeg" state.

Your correspondent is getting together some facts regarding the "veterans" in station service in New England, and would be glad of any details or the name and address of station agents who have held their positions for a period of twenty-five years or more. Address, Box 526, Concord, Mass.
G. A. R.



W. S. MOORE,
President, Railway Clerks' Association of St. Louis, Mo.

List of Members of the International Association of Ticket Agents.

NAME.	OCCUPATION.	ROAD.	ADDRESS.	NAME.	OCCUPATION.	ROAD.	ADDRESS.
Anthony Geo H	Tkt Agt	A T & S F	Salina Kan	Dowell C A	" "	C Ry or Ga	Savannah Ga
Albert J W	" "	Union Sta	Chattahoochee Fla	Dayle Jno J	" "	West Md	Baltimore Md
Allen J E	" "	FC & P	Olustee Fla	Doller Chas	" "	D & C S N Co	Cleveland O
Alexander G W B	A Tkt Agt	Wabash	Keokuk Ia	Davis J O	" "	C A & C	Cuyahoga Falls O
Adair Alfred J	Pass Agt	C & Alt	St Louis Mo	Davenport J E	P & T A	S L A & T	St Louis Mo
Aiken James	Tkt Agt	P & W	Allegheny Pa	Danley L W	Chief Clerk	N C & St L	Nashville Tenn
Amsden Frank J	" "	West Shore	Rochester N Y	Dart J A	Tkt Agt	Mich Cent	Ridgely Tenn
Almquist A	" "	G R & I	Grand Rapids Mich	Day H E	" "	FC & P	Gainesville Fla
Appleby R L	" Clk	P W & B	Wilmington Del	Diehl Cary	" "	C & N W	St Louis Mo
Allen A T	" Agt	T & P	Bunkie La	Drummond R L	" "	E & T H	Oaktown Ind
Alworth F C	P & T A	Fia South	Ocala Fla	Dickey R B	" "	M & N Ga	Mineral Bluffs Ga
Allen H C	Pass Agt	N Y C & St L	Eric Pa	Didlake Wm P	A T A	Relay Depot	East St Louis Ill
Anderson T J	Pass Agt	B & O	Norfolk Va	Ebbets E W	" "	Union T O	Jacksonville Fla
Alsdorf W C	Tkt Agt	B & O	Utica O	Ellis C F	A T A	Union Sta	Cleveland O
Annan O A	" "	B & O	Clarksburg W V	Emery E T	Tkt Agt	Mo Pac	Sedan Kan
Allen Geo H	Pass Agt	Diamond Jo	LaCrosse Wis	Eberle John P	Pass Agt	M & O	St Louis Mo
Alexander W D	Tkt Agt	Mich Cent	Dutton Ont	Ellis Chas	A T A	Ken Cent	Butler Ky
Anderson John	" "	B & M	Waneset Mass	Elliott Alonzo	Tkt Agt	C & M-R & M	Manchester N H
Adam Charles H	CT & P A	C H & D	Indianapolis Ind	English Joseph	Chf Ck Tkt O	C & E I	Danville Ill
Bleckly E E	P & T A	Mo Pac	Wichita Kan	Ford B F	Tkt Agt	L S & M C	Hillsdale Mich
Brown Wm	Tkt Agt	Union Sta	Cincinnati O	Fuller M C	" "	B & O	Piedmont W Va
Burritt N A	" "	D & H C	Ft Edwards N Y	Freshour H C	" "	Sci Valley	Ashland Ky
Beerbower C S	" "	FC & P	Jacksonville Fla	Fernald Wm F	" "	B & M	Old Orchard Me
Burr Geo S	" "	St L & S F	Neodesha Kan	Fagan J J	T P A	Ohio Valley	Evansville Ind
Brown Thomas A	" "	A & P	Flagstaff Ariz	Fitzgerald T J	A T A	Terminal Ry	St Louis Mo
Brewer W M	A Tkt Agt	Union Sta	Corsicana Tex	Fisher H S	Tkt Agt	D & C S N Co	Detroit Mich
Burke T C	Tkt Agt	B & O	Wheeling W V	Fisher Wm H	" "	CCC & St L	Wellington O
Bonar W M	" "	Mo Pac	Eureka Kan	Foster W P	T P A	Mex Cent	St Louis Mo
Bliss R C	" "	N Y L & W	Cincinnati O	Flanders A C	Tkt Agt	C M & St P	Portage Wis
Blanton M N	" "	FC & P	Hampson Fla	Fisher Robert H	" "	C & O	Richmond Va
Beal S O	" "	R & D	Atlanta Ga	Falvey P J	" "	C B & Q	Chicago Ill
Buskirk F W	C P A	Penna Line	Cincinnati O	Frazier E	" "	O & M	Jeffersonville Ind
Baker Jr C A	Tkt Agt	L & N	St Louis Mo	Frost C M	" "	A G S	Attalla Fla
Ballard F J	" "	J T & K W	St Augustine Fla	Frazier Jno S	" "	S O & G	Ocala Fla
Bailey A H	" "	Tionesta Val	Sheffield Pa	Fosnocht Grant	" "	W & N	Birdsboro Pa
Bowles Hugh G	" "	C & O and K C	Maysville Ky	Fuller Ward D	" "	C R I & P	Norton Kan
Bates Charles D	" "	Mich Cent	Au Sable Mich	Farrar C E	" "	FC & P	Palmer Fla
Brown Jas D	CT A	L S & M S	Cleveland O	Foye James J	Asst Tkt Agt	D L & W	Newark N J
Burgan H M	Tkt Agt	West Md	Baltimore Md	Fox F C	Tkt Agt	A T & S F	Rincon N M
Brayton P B	P & T A	N Y C & H R	Syracuse N Y	Gladding C D	" "	B & M	Philadelphia Pa
Briggs J L	Tkt Agt	SL & S F	Joplin Mo	Green C A	" "	J T & K W	Jacksonville Fla
Blood E N	" "	N Y C & H R	Buffalo N Y	Graff Jacob V	" "	Chau Lake	Jamestown N Y
Brown H W	" "	P C & S L	Cincinnati O	Gunn F L	" "	N Y & N E	Springfield Mass
Butler Jno A	" "	C & O	Ashland Ky	Gibson Chas L	A T A	Union Sta	Cleveland O
Baines J A	" "	N Y C & H R	New York City	Gordon M	P & T A	Penna	Bellaire O
Brown F J	" "	O I & W	Troy O	Greenendyke S	Tkt Agt	A T & S F	San Antonio N M
Baughman B B	" "	W & L E	Dalton O	Gates S J	D P & F A	LE & S L	Louisville Ky
Beck Jr W F	A T A	Illa Cent	Iowa Falls Ia	Gaskill C J	Tkt Agt	C & G T	South Bend Ind
Beech J	Tkt Agt	C M & S P	Lansing Iowa	Gunnip Geo T	Pass Agt	A T & S F	Cincinnati O
Benson Chas C	" "	Me Cent	Lewiston Me	Gaul M E	" "	L S & M S	Cleveland O
Bowes R L	" "	C M & S P	Montevideo Minn	Gehm H V	A T A	CCC & St L	St Louis Mo
Blackburn G C	" "	Q & C	Cincinnati O	Gehm H J	Tkt Agt	CCC & St L	Shelbyville Ill
Bogey S W	" "	St A & T	Corsicana Tex	Gates D N	" "	C M & St P	Albert Lea Minn
Boatright F G	" "	B & W	Lifton Ga	Grice C L	" "	Bur Route	St Louis Mo
Browning A W	T P A	Great North'n	St Louis Mo	Gish H P	" "	I B & W	Pittsboro Ind
Boling W C	Tkt Agt	M & N Ga	Blue Ridge Ga	Getty Jno F	" "	W V Cent	Westernport Md
Barnsd C A	" "	Illa Cent	Tuscola Ill	Goodrich Allen C	T P A	O & M	Kansas City Mo
Binzel Edw H	" "	L & N	Glasgow Junction Ky	Graves B H	A T A	FC & P	River Junction Fla
Bullock C R	" "	H & T C	Corsicana Tex	Garrett Geo H	A T A	Union Depot	St Louis Mo
Buckmaster L W	P & T A	C H V & T	Columbus O	Gerold Chas A	CT A	C H & D	Cincinnati O
Bliss J P	P & T A	B & O	Columbus O	H-Iverstott C K	Tkt Agt	N Y L & W	Richwood O
Brown F Mc	" "	B & W	Brunswick Ga	Hall James M	" "	C & N W	Mt Vernon Ia
Burtner J H	" "	CCC & St L	Litchfield Ill	Hopkins W H	" "	FC & P	Ocala Fla
Boon Albert C	" "	R & D	Gibsonville N C	Hill C F	" "	FC & P	Citra Fla
Baker Eugene	" "	C & N W	St Lawrence S D	Hills A L	" "	B & A & N L N	Palmer Mass
Comfort F M	P & T A	Q & C	Vicksburg Miss	Haase K C	" "	B & O	Bellaire O
Cottrell R D	A T A	Union Sta	Cleveland O	Hough U S G	Trav P Agt	C R I & P	St Louis Mo
Carrel M G	Tkt Agt	Union Sta	Cleveland O	Hedenberg J M	Tkt Agt	Phila & Read	Milton Pa
Collins Wm J	" "	Q & C	New Orleans La	Holabird H C	D P A	N Y L & W	Cincinnati O
Colvin H J	Pass Agt	Can Pac	Boston Mass	Hambright W F	Tkt Agt	Penna	Lancaster Pa
Caddick W A	A T A	B & O	Allegheny Pa	Hunter H M	" "	N Y C & H R	New York N Y
Cummings S W	G P A	Cen Vt	St Albans Vt	Hartman G J	" "	A T & S F	Newton Kan
Clark Jno A	Tkt Agt	South Fla	Orlando Fla	Hunter G D	" "	I & G N	Ta lor Tex
Colliver D J	" "	CCC & St L	Cleveland O	Hawley P J	" "	C M & St P	Lanesboro Minn
Carpenter Henry	" "	Penna	Pittsburg Pa	Hamaker Wm H W	A T A	P & R	Reading Pa
Coder J Fred	" "	P & R	Williamsport Pa	Hawkins J S	Tkt Agt	Mich Cent	Grand Rapids Mich
Carriack B S	" "	C & Alt	Louisiana Mo	Hooper S K	G P & T A	D & R G	Denver Col
Crane C S	A G P & T A	Wabash	St Louis Mo	Harrison G W	G Graf Agt	W Va Cent	Piedmont W Va
Clark F D	Tkt Agt	F & P M	Midland Mich	Hazen G T	Tkt Agt	Cent Vt	Windsor Vt
Campbell T D	D P A	Nor Pac	Cleveland O	Howser C L	A T A	B & O	Washington D C
Carpenter G C	Tkt Agt	L S & M S	Bellevue O	Hardman C M	Tkt Agt	Erie	Osborne O
Crumbler J H	" "	Nor Cent	Halifax Pa	Hunt A S	" "	C H & D	Troy O
Connor P W	" "	Ill Cent	Hyde Park Ill	Hughes J D	" "	N & W	Burkeville Va
Crowe E Frank	" "	N & W	Blackstone Va	Hollenbeck J G	" "	I D & W	Indianapolis Ind
Cornwell O E	" "	C M & S P	Columbus Wis	Hunter James	" "	C B & Q	Des Moines Ia
Conard W B	" "	Phila & Read	Philadelphia Pa	Hendrickson C F	Asst Tkt Agt	CCC & St L	Cincinnati O
Cary W H	" "	K C M & B	Amory Miss	Hood E	Tkt Agt	M & N G	Jasper Ga
Caldwell B D	A G P A	Mo Pac	St Louis Mo	Howes Wm	" "	B & M	Wakefield Mass
Craig J N	Tkt Agt	J T & K W	Hawthorne Fla	Harris Geo L	" "	Great North'n	Warren Minn
Cole F W	" "	C M & St P	Parker S Dak				
Chapin F S	" Clk	P & R	Milton Pa				
Curran P	Tkt Agt	G B W & St P	Gainesville Fla	Howser F T	" "	B & O	Washington D C
Cobb E C	Asst Tkt Agt	FC & P	LaCrosse Wis	Hughes Sam'l A	" "	SL & S F	St Louis Mo
Cole W W	Tkt Agt	C M & St P	North McGregor Ia	Hubbard C H	" "	Fitchburg	North Adams Mass
Carpenter S A	Asst Tkt Agt	Union Depot	St Louis Mo	Hoffman Elmer E	T P A	Mo Pac	Denver Colo
Carpenter B F	Asst Tkt Agt	" "	St Louis Mo	Hitchcock Wm D	Tkt Agt	D & C S N Co	Alpena Mich
Caton J J	Tkt Agt	F & M Rys	Melrose, Rens Co N Y	Hittcock Sam C	City Tkt Agt	C R R & A & W P	Atlanta Ga
Chambers Wm	Tkt Agt	C R I & P	Anita Ia	Hood Geo P	Tkt Agt	J S Line	Litchfield Ill
Chadwick N R	Tkt Agt	Ill Cent	Homewood Ill	Hollen Samuel H	" "	P & R	Portland Me
Conkey Frank T	Tkt Agt	Fitchburg Ry	North Pownal Vt	Hittabide W O	A T A	West Md	Baltimore Md
Cadwallader Chas G	Tkt Agt	Penn R R Co	Philadelphia Pa	Hain C H	Tkt Clerk	C R I & P	Des Moines Ia
Deming G	T P A	S F & W	Jacksonville Fla	Hallman A H	Tkt Agt	Penn R R Co	Pottstown Pa
Dye I K	Tkt Agt	B R & P	Punxsutawney Pa	Hampe J N	" "	M & L	Lanesville Pa
Duneth D C	" "	Ill Cent	Springfield Ill		" "	A T & S F	Vineland Kan
Dargan J W	" "	A C Line	Florence S C	Diff James G	" "	O & M	Vincennes Ind
Dunlap G B	" "	B & O	Grafton W V	Jones C G	D P A	ETV & G	Jacksonville Fla
Dozier Jno	" "	FC & P	Ocala Fla	Johnson J W	U T A	Union Station	Birmingham Ala
Dickerson Jr M F	" "	D L & W	Newark N J	Johns Wm A	Tkt Agt	Fla Sou	Ocala Fla
Drazer W C	" "	B & O S W	Portsmouth O	Jordon W S	T P A	CCC & St L	Indianapolis Ind

NAME.	OCCUPA- TION.	ROAD.	ADDRESS.	NAME.	OCCUPA- TION.	ROAD.	ADDRESS.
Jackson A I	Tkt Agt	CM & St P	Monticello Ia	Peebles J H	T A	NC&StL-W&A	Chattanooga Tenn
Jacobs W C	A T A	Termin'l Ry Co	St Louis Mo	Palmer S H	" "	Mich Cent	St Thomas Ont
Jolly J W	Tkt Agt	JT & K W	Rochelle Fla	Price J P A	" "	P W & B	Philadelphia Pa
Jones E A	" "	Ia Cent	Oskaloosa Ia	Parry H	" "	NY C & H R	Buffalo N Y
Je-sup W E	" "	So Pac Co	El Paso Tex	Pitcher Edward W	A " "	B & M	Denver Col
Jackman J C	" "	Mo Pac	Andale Kan	Parke D E	A " "	B & O	Piedmont W Va
Knight J M	" "	Q & C	New Orleans La	Phillips J C	T A	C Vt & C R Ry	Windsor Vt
Kunce J A	" "	St L & S F	Richlan Mo	Pravitz A H	" "	N P Ry	Deer Creek Minn
Kendall H H	" "	Old Colony	Sterling Mass	Parker John A	A T A	C B & Q	La Crosse Wis
Kirby E E	" "	ETV & G	Atlanta Ga	Pattison George C	T A	B & O	Bloomington Md
Kelley E D	" "	Seio Val	Waverly O	Quinker A B	" "	ETV & Ga	Macon Ga
Keeney F F	" "	Penna	Pittsburgh Pa	Quintance Marion F	" "	GR & I	Potosy Mich
Kerr Neil C	T P A	Q & C	Cincinnati O	Rice W F	" "	F C & P	Arrekondo Fla
Kennedy Clif P	S P A	M L S & W	Cincinnati O	Rykert Gilbert M	" "	LS & M S	Westfield N Y
Kelley R F	A T A	O & M	St Louis Mo	Rutherford C A	" "	C R I & P	Wichita Kan
Knight G H	Tkt Agt	CCC & St L	Springfield O	Rowe D S	" "	NY L E & W	Corry Pa
Kelleher Jerry M	" "	B & M	Westville Mass	Robbins N Jr	" "	GT Co	Grand Haven Mich
Kacy William H	" "	Penna	Landisville Pa	Ruddick J L	" "	AT & S F	Ellinwood Kan
Knight Wm A	A T A	Cumb & Penna	Piedmont W Va	Rugg F M	A T A	L & N	St Louis Mo
Laidlaw Geo	Tkt Agt	JT & K W	Orange City Fla	Rinears-on W C	AG P A	NY L E & W	Cleveland O
Lihou Henry	" "	Union Depot	St Louis Mo	Reed Grant	A T A	T A A & N M	Dundee Mich
Lafferty J H	" "	B & O	Deshler O	Reobbins J A	T A	Dearborn Sta	Chicago Ill
Leek Herbert D	" "	Relay Depot	E St Louis Ill	Rodes I T	" "	NC & St L	Fayetteville Tenn
Lentz S R	" "	Ill Cent	Arcola Ill	Reed J A S	G Trav A	UP Ry	Chicago Ill
Longacre Sam'l	" "	C R I & P	Gathrie Center Ia	Rouse C S	T A	St L & S F	Stouland Mo
Laokner Edward F	" "	UD Co	Denver Col	Rowley H W	" "	Ill Cent	Chicago Ill
Lohmiller Wm	" "	C & N W	La Crosse Wis	Ramsey Elwood	T A	P & R	Chestnut Hill Pa
*Ludlum John B	T P A	M K & T	St Louis Mo	Rosman A C	" "	W Md	Chambersburg Pa
Longacre D W	A T A	C R I & P	Blue Island Ill	Rodman W S	" "	Conn R-B & M	Northampton Mass
Leonard John H	Tkt Agt	P & R	Shamokin Pa	Ruth J S	A T A	Penna	Birdsboro Pa
Larrabee J H	T P A	O & M	Cincinnati O	Rawlings Lloyd	T A	W Va C	Bloomington Md
Lytle A J	G W P A	O & M	St Louis Mo	Schneider F E	A T A	Union Sta	Cleveland O
Laughlin J W	Tkt Agt	Wabash	Antwerp O	Stephens Jas E	T A	S F & W	Ocklocknee Ga
Lassen J C	" "	B & P	Baltimore Md	Stapleton Jno G	" "	JT & K W	Lady Lake Fla
Lamond J F	" "	GR & I	Mackinaw City Mich	Simmons A J	Pass Agent	B & O	Boston Mass
Labbe Victor E	" "	Ill Cent	Chicago Ill	Spencer L E	T A	JT & K W	Deland Fla
Lee J T	" "	NY C & H R	Boston Corners N Y	Swift S T	" "	Q & C	Lexington Ky
Lancaster W W	" "	L & N	Selma Ala	Strait B B	" "	Orange Belt	Sanford Fla
Luzenberger L P	" "	Union Depot	Dayton O	Shaner O E	" Clk	C & W M	Muskegon Mich
Lekwood H A	" "	LS & M S	Sandusky O	Smith Robert M	" Agt	Hot Springs	Hot Springs Ark
Lane Geo W	" "	IP & W	Sheldon Ill	Snow F O	" "	B & M	North Berwick Me
Lowe M S	" "	LS & M S	Monroe Mich	South E E	" "	CCC & St L	Terre Haute Ind
Little J A	" "	AW & B	Philadelphia Pa	Seal M R	" "	BZ & C	Bellaire O
McDearmon J H	" "	M & O	Humboldt Tenn	Shaw A M	T & P A	Penna	Birdsboro Pa
Martin C L	" "	B & M	Reading Mass	Smith T T	T A	CM & S P	Lennox S Da
Marsh C E	" "	Mo Pac	Independence Mo	Spurrer R E	" "	Union Sta	Garrison Mont
Mays J F	A T A	S F & W	Jacksonville Fla	Stevenson K G	" "	CH & D	Cincinnati O
McPherson C E	Pass Agt	CM & St P	Boston Mass	Smith Floyd L	D P A & T A	O & N W	Portsmouth O
McCollum C L	Tkt Agt	S F & W	Twin Bluff Wis	Swift Ed	Sol's P A	Wabash	Cincinnati O
Marshall J E	" "	S F & W	Jacksonville Fla	Smith R T	T A	B & O	New York N Y
McComick J J	" "	P & L E-B & O	Pittsburg Pa	Smith C W	A T A	T & P	Dallas Tex
Mantz Harry P	A T A	M K & T	St Louis Mo	Soeffern R F	T A	C R I & P	Bucklin Kan
Murdock R H	Tkt Agt	Penn	Corry Pa	Scott F E	T P A	GT Northern	Chicago Ill
McGrillis Mark A	" "	Penn	Philadelphia Pa	Schryver E	T A	NY L E & W	Carbondale Pa
*Miller John A	" "	CCC & St L	La Fayette Ind	Shaffer W N	A T A	Wabash	Antwerp O
Morris H E	P & T A	LE & S L	St Louis Mo	Smith Geo K	C T A	B & O C & C M	Columbus O
Murray J A	Tkt Agt	L & N	Glasgow Ky	Strader S M	T A	O & M	Madison Ind
Minton J V	A T A	H & T C	Bremont Tex	Sefton Geo M	" "	Big Four	Charleston Ill
McClannahan M	Tkt Agt	West Md	Williamsport Md	Seeler W E	A T A	CB & Q	Aurora Ill
Matthews T	" "	NY L E & W	New York N Y	Stratton B S	T A	T A A & N M	Dundee Mich
McCoach J W	" "	AT & S F	Sterling Kan	Strong H C	" "	C & N W	Baraboo Wis
Moore D H	" "	CM & S P	Sheldon Ia	Shultz J L	" "	T A A & N M	Vernon Mich
Morgan G W	" "	Mo Pac	Conway Springs Kan	Sims J M	" "	O I & W	Veederburg Ind
Magee W D	A T A	C & M S P	Monticello Ia	Steen F L	" "	E & T H	Sullivan Ind
Meissler Jr Theodore	A T A	Ill Cent	Chicago Ill	Stoll John H	" "	Penna	Mount Joy Pa
Maize H D	Tkt Agt	Erie Ry	Springfield O	Shaw W M	T P A	CB & Q	Cincinnati O
McCoy Jno F	" "	B & P	Washington D C	Sellers D E	T A	R & D	Chapel Hill N C
McGrew S S C	" "	P & W R'y	Cuyahoga Falls O	Sullivan F D	" "	C S P M & O	Eau Claire Wis
Miller A S	C C to G P A	CH & C	Akron O	Spaulding C F	" "	CM & S P	McGregor Ia
Miner C E	G T P A	Mex Cent	St Louis Mo	Scheer A	A T A	O & M	Jefferson Ind
Martin John R	Tkt Agt	N & W	Farmville Va	Smith W W	Tkt Agt	C R I & P	Casey Ia
Magoon E D	" "	C & W M-G R & I	Muskegon Mich	Swann Chas F	" "	FC & P	St Augustine Fla
Morgan Wm A	" "	C & N W	Lake Forest Ill	Smith Jas S	T P A	T Pac	Boston Mass
Mathews A J	" "	NY C & H R	White Plains N Y	Stocking H L	T A	NY N H & H	Hartford Conn
Miller J L	P & T A	CCC & St L	Dayton O	Suratt S T	" "	Union Sta	Montgomery Ala
Morley Thomas	Tkt Agt	C & N W	Chicago Ill	Shipman V J	" "	FC & P	Lawley Fla
Murdock T A	" "	Penna	Milton Pa	Stephens Wm J	" "	Fitchburg Ry	North Hoosick N Y
Marsh James N	T A	CCC & St L	Columbus Ind	Shortell T L	D P A	Nor Pac	St Louis Mo
Montgomery J A	" "	B & W	Brunswick Ga	Showalter W C	T A	CCC & St-L & OC	Edison O
Murray Green V	" "	L & N	Cambellsville Ky	Shellebarger A L	A T A	CCC & St L	Springfield O
Miller Joseph	" "	B & M	Denver Colo	Smith Chas H	" "	CM & St P	Portage City Wis
Miller F R	Tkt Agt	C R I & P	Paxico Kan	Smith J H	T A	Penna Lines	Columbus O
McCann Wm W	" "	C & Alton	Shipman Ill	Simpson Harry M	" "	CCC & St L	Batesville Ind
Mallon J B	A T A	Ill Cent	Tuscola Ill	Thompson S B	P & T A	FC & P	Lake City Fla
Morrissey J D	Tkt Agt	DSS & A	Baraga Mich	Taylor G W	Pass Agt	ACL & P A	Jacksonville Fla
Mixsell David	" "	P W & B	Ferwood Pa	Tucker H H	T A	D L & W	Sherburne N Y
Nelson John S	" "	AT & S F	Hot Springs N M	Thompson E W	Pass Agt	C R I & P	Boston Mass
Newell P J	" "	Com River	Williamsvett Mass	Tucker Chas H	T A	Union S S Line	Cleveland O
New N J	" "	O & M	Springfield Ill	Tate Wm	" "	C & N W	State Center Ia
Noelke D J	" "	NY W S & B	New York N Y	Turner E W	" "	Fitchburg	N Hoosick N Y
Odell O H	" "	CH & D	Ottawa O	Twachtman L C	" "	O & M	St Louis Mo
Ogden Geo D	" "	Penna	Homer Pa	Trusdell M H	" "	B C R & W	Albert Lea Minn
Oberg Chas	" "	C & Alton	New York N Y	Thompson A E	" "	D & C S N Co	Cleveland O
Oden C C	G A P D	Dallas Tex	Dallas Tex	Tisher S A	" "	CI & D	Iowa Falls Ia
O'Brien J A	" A	C S P M & O	Augusta Wis	Towles C H	A T A	B & O	Clarksburg W Va
Pingree W H	" "	BC & M	Pierce's Bridge N H	Torbert R P	" "	Penna	Washington D C
Peck C W	" "	FC & P	Jacksonville Fla	Talmadge Geo F	T A	CM & S P	Hastings Minn
Partridge B W	" "	FC & P	Monticello Fla	Teas W S	" "	L & N	DeFuniac Sp'gs Fla
Pravitz T R	" "	St P M & M	St Paul Minn	Triay A T	" "	JT & K W	Palatka Fla
Parkhill G A	" "	S F & W	Jacksonville Fla	Thompson Richard G	" "	Wabash	Fort Wayne Ind
Pagel Geo H	" "	Union Sta	Chillicothe O	Thompson F H	" Clk	ID & W	Indianapolis Ind
Penniman F E	A T A	B & A	Worcester Mass	Tonery William L	A T A	N C Ry	Halifax Pa
Peterson H V	" "	BC R & N	Luverne Minn	Upson W P	T A	NY L E & W	Lockport N Y
Pendanis Geo W	" "	JT & K W	Enterprise Fla	Venemann T W	" "	Union Office	Evansville Ind
Parrish W H	" "	PC & St L	Newark O	Vankler Jno F	" "	Penn R R	Philadelphia Pa
Pattison Wood	" "	CH & D	Dayton O	Vankuren L S	" "	AT & S F	Baldwin Kan
Perry A D	T P A	C & A	Indianapolis Ind	Van Allen W E	" "	JT & K W	Palatka Fla
Pillbury J W	T A	B & O S W	Cincinnati O	Van Ostrand E T	" "	C J & M	Allegan Mich
Peyton John A	T P A	K & O	Charleston W Va	Van Campen C	" "	C & N W	Rochester Minn

NAME.	OCCUPATION.	ROAD.	ADDRESS.
Van Horne W H	T A	P & R	Philadelphia Pa
Wallace S H	" "	Penna	Philadelphia Pa
Wallace DeLancey	" "	C R I & P	Colby Kan
Wright R W	Editor	Station Agent	Cleveland O
Wood C V	T A	P & L E	Pittsburgh Pa
White J L	" "	B & A	Boston Mass
Wetherbee W S	" "	N Y N H & H	Middletown Conn
Waters M B	G P A	P L Srs	Albany N Y
Welch David N	T A	Wis Cent	Barling Mo
Walker C R	U T A	J T K & W S F	Sanford Fla
Whitman John F	T A	Phila & Read	Reading Pa
Winn M E	" "	C S P & K C	Sumner Ia
Williams John L	" "	M K & T	St Louis Mo
Wintersmith C G	" "	L & N	Elizabethtown Ky
White J R	" "	F C & P	Citra Fla
Wilgus J	" "	Ill Cent	Ashley Ill
Walz J V	" "	Union Sta	Evansville Ind
Whitford J M	" "	T St L & K C	Edwardsville Ill
West C E	" "	C & O	Guyandotte W Va
Westlake H B	" "	C R I & P	Menlo Ia
Wight C A	" "	B & M	Newmarket N H
Wheat D M	" "	3 C & St L	Sheldon Ill
Wemple L C	A T A	C St P & K C	Sumner Ia
Wilson S A	T A	S L & S F	Marshallfield Mo
William Leander	" "	Penna	Orange N J
Woody A L	" "	N & W	Crewe Va
Whited Elias H	" "	LS & M S	Chicago Ill
Wagenhurst O K	" "	P & R	Birdsboro Pa
Walker J A	" "	Nor Pac	Brainard Minn
Walker H C	" "	Cumb & Penna	Piedmont W Va
Wood Clayton E	T P A	I & G N	Palestine Tex
Weisel Walker	T A	C St P M & O	LeSueur Minn
Young C B	" "	W J & C & A	Atlantic City
Yelton A E	" "	K C - L & N	Milledale Ky
Young J R	A T A	K C M & B	Aberdeen Miss
Zent J M	T A	Wabash	Auburn Ind
Ziegler T M	" "	Shen Valley	Luray Va
Searl H S	" "	A & So Eastern	Bisbee Ariz
Raffle J H	Sole Pas Agt	J T & K W	Jacksonville Fla

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HUMOROUS, INTERESTING AND NOVEL.

AN ENGLISH RAILWAY JOKE.—"Tickets, please, gentle-
men," said the collector at Vauxhall, and they were all produced
save that of a poor, feeble old gentleman, who searched all his
pockets in vain for his, and the fellow passengers growled ex-
ceedingly.

"Train is waiting for you, sir," went on the collector.
"Why, there it is in your mouth, sir, all the time. Right
away."

And the train moved on to Waterloo.

"Do you suffer much from absence of mind?" asked a
satirical passenger.

"Absence of mind be hanged," returned the poor, feeble
old gentleman. "I was sucking the date off a last week's
ticket."

A JOKE THAT WORKED BOTH WAYS.—"Flat-wheel Thorn-
ton" runs a train on a big road that has a hospital fund and
company doctors. Flat-wheel got his name from a slight limp
caused by the use of an artificial limb, though few knew that
he wore such a member. Flat-Wheel was "fornist" the hospi-
tal fund, and always allowed his monthly deduction for that
fund with a bad grace and a hard kick; he never missed an
opportunity to declare that the work done by the company
doctors was no good and that the 50 cents of his pay was rob-
bery.

There were lots of other men who thought as "Flat-wheel"
did and finally the company made membership in the hospital
scheme voluntary—if you wanted it, come and say so, if not,
nothing would be taken from your pay. Flat-wheel did not
take stock and had kicked so long that he kept right on kick-
ing, forgetting that he "wasn't in it." One stormy night the
switcher ran him down in the yard and cut off his wooden leg,
and the boys took him home. On the way he conceived a
revengeful joke on the company doctor; he would send for
him, post haste, to amputate his leg—make him earn his money.
The doctor was telephoned for and told to hurry, as Jim Thorn-
ton had his leg cut off.

Hastily gathering up his instruments he went to the
home of Flat-wheel, who laughed loud and long as he advised
Doc. to get an axe and a spoke shave and make a nice job of
it.

When payday came around the laugh was on Flat-wheel—
there was a deduction of \$25 for professional services of com-
pany's physician.

Flat-wheel did get the \$25 back, but it cost him \$50 for
cigars.—[Locomotive Engineer.

A NEW WAY OF DOING IT.—The two men who had been
sitting together in the seat near the door of the car became
engaged in an animated controversy, and their loud voices at-
tracted the attention of all the other passengers. Suddenly
one of them rose up and said:

"Ladies and gentlemen, I appeal to you to decide a dis-
puted point. My friend here insists that not more than three
persons out of five believe they have souls. I take a more cheer-
ful view of humanity than that. Will all of you who believe
you have souls raise your right hand?"

Every right hand in the car went up.

"Thank you," he said with a smile. Keep them up just a
moment. Now will all of you who believe in a hereafter please
raise your left hand also?"

Every left hand in the car went up.

"Thank you again," he said. "Now while all of you have
your hands raised," he continued, drawing a pair of revolvers
and leveling them, "my friend here will go down the aisle and
relieve you of whatever valuables you may happen to have.
Lively now, Jim."—[Chicago Tribune.

WHAT STRIKES HAVE DONE.

The logic of events does not teach the *Atlanta Constitution* anything. Think of a newspaper in this year, 1890, stating that the strikes of May aggregate a loss in wages of \$500,000 a day to the working classes—a loss which they can never get back. Is it not singular that the workingmen are unable to learn in a lifetime of experience what the *Constitution* knew without half a thought?

"Strikes may sometimes redress a wrong and result in good, but as a rule they injure the cause of labor." As a rule they do nothing of the kind. Strikes should be avoided when wrongs can be redressed without them, and it is the present policy of labor organizations to avoid them when possible; but when a people tamely submit to a wrong because the wrong-doer refuses to do right when requested, the worst kind of slavery is the result. And it is doubtful if there ever was a strike that was wholly a failure. It is true that frequently the strikers have to contend with temporary hardships, but, as a rule, when organized men strike they do so either because they feel sure of speedy victory or their condition is so bad that it can not get much worse. As to the loss in wages while idle, every workingman understands that. There has not for years been any such thing as steady employment for the whole army of workers, and strikes, in so far as they extend, take the place of shut-downs, with the difference that the draft on the whole upon the wage fund is larger when the employee decides what time in the year the loafing shall be done. The *Constitution* has forgotten the law of supply and demand.

There have been foolish strikes, premature, ill-advised strikes, sometimes when the game was not worth the candle, other times when the thing demanded was unattainable. There have been strikes when a little judgment and patience would have secured the concession without a stoppage of work. All this is admitted, but in a vast majority of cases when conditions have been improved by strikes they would have either remained unchanged or grown worse if the strikes had not been resorted to.

Statistics clearly prove that the conditions in those trades which have had the hardest strikes during the past twenty years have been vastly improved. It is true that there have been cases of lawlessness, but that does not affect the principle, and the law breakers have not always been on the side of the strikers. There have been fanatics in every movement, but that does not alter the truth that "resistance to tyranny is obedience to God." What kind of American citizens would men make who accepted as their rule of life these words of the *Atlanta Constitution*: "The thing to do is to make the best of it (low wages and long hours); half a loaf is better than none!"

How often do workingmen secure an advance in wages or otherwise improve their condition without making demands? Let those who oppose strikes under all circumstances answer this.

No; it seems impossible to get the employers to understand that they will never have perfect peace and security until they heed the demands of workingmen for humane treatment, and many of them can hear the demands only when the machine and hammers are silent. There are others who need advice more than the workingmen. Hasten the day when strikes will be no more.—[*Kansas City News*.]

PERSONALS.

Geo. W. Mitchell has been appointed agent of the Lehigh Valley at Philadelphia, Pa., vice Anthony G. Lyon, deceased.

Rush H. Barnes has been appointed general agent of the passenger department of the Chicago, New Orleans & Texas, with headquarters at Chicago.

George E. Markell has been appointed traveling passenger agent of the Chicago & West Michigan and Detroit, Lansing & Northern Railways, with headquarters at Grand Rapids, Mich.

Charles Stone, chief clerk of the general passenger department of the Cincinnati, Hamilton & Dayton road, has been appointed assistant general passenger agent of the Chicago & Eastern Illinois, with headquarters at Chicago.

W. W. Sylvester, late chief clerk in the office of the superintendent of the Savannah, Florida & Western, has taken a position in the office of the assistant general passenger agent of the New York, Lake Erie and Western, in New York City.

W. H. Abel has been appointed traveling passenger agent of the Chicago & Alton, with headquarters at Dallas, Tex., vice Rush H. Barnes, resigned to accept the position of general agent of the Louisville, New Orleans & Texas railway, with headquarters at Chicago.

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NOTES OF THE SERVICE.

Miss Ida Wakely is the night telegraph operator on the New York, Chicago & St. Louis road at Swanville, Pa. On the night of June 18, a vicious looking tramp tried to open the door to the little station and failing, appeared at the window and demanded admission. He was refused and procuring a large lump of coal broke the window open. As he tried to enter the brave young lady drew a revolver on him and held him at bay while she quietly, with her other hand, called the operator at the next station and informed him of her situation. A train happened to be sidetracked at the station and the engine was uncoupled and with the crew on board started to the relief of the young woman. The tramp had drawn a knife and was still making ugly threats and trying to induce the young woman to hand out the contents of the safe when the engine rounded a curve. The flash of the headlight frightened the would-be burglar away and he made his escape.

Agitation among the telegraph operators for higher wages is assuming serious proportions and causing great delay in the service. It is rumored to-day that the British government will apply to the American telegraph companies for a large force of operators in case the dissatisfied men go on a strike. The

employees are indignant over this proposed action and will request their American fellow craftsmen not to help the government to grind them down to starvation wages. Several employees were discharged today for participating in indignation meetings. A wholesale strike is expected soon.

Some figures concerning the costly luxury of operating unnecessary railroads and running unnecessary trains have been published at Chicago by Mr. S. Y. McNair, auditor of the Interstate Commerce Railway Association. The general facts are familiar enough to railroad men, but it is worth while to occasionally glance at the figures, even if they be only estimates. Mr. McNair is evidently engaged in the laudable endeavor to educate the public in matters concerning which they need enlightenment. He says: "The four roads contending for the passenger traffic between Chicago and Omaha run 22 trains daily, and four trains six times a week, one way, and convey an average of about 200 passengers of all classes one way." He estimates that one train each way on each road would handle the whole business, saving \$2,540,876 a year in train expenses. If the number of trains were doubled, in order better to accommodate local traffic, still \$1,364,210 would be saved, a large share of which might be divided with the public in the way of

cheaper fares. Mr. McNair believes the total waste in this useless competition throughout the United States will reach \$200,000,000 annually, almost all of which could be saved by a legalized division of traffic.

There is nothing in the world so like a Texas steer as a freight car when it (the freight car) takes a notion to go on a rampage. Recently the Mexican International bought a lot of freight cars in Chicago to be sent to Mexico; permission was given to load these cars on their way. Two of them went astray, and after two months' hunting they were found at the other end of the continent. They had been reloaded at St. Louis and to Bangor, Me. There is no counting on a box car when it gets loose.

We would call the attention of railroad men to the ad of the Bullock Coat Collar Spring Co., on another page.

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